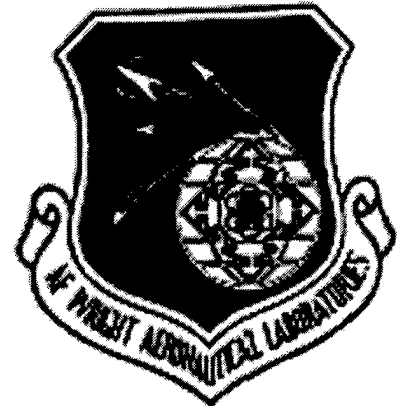


AFWAL-TM-85-257

A-7D HAVE BOUNCE

Volume 2: Test Data

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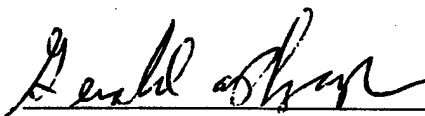
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This report has been reviewed by the Office of Public Affairs (ASC/PA) and is releasable to the National Technical Information Service (NTIS). At NTIS, it will be available to the general public, including foreign nations.

This technical report has been reviewed and is approved for publication.



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14. ABSTRACT The Structures Division has supported the HAVE BOUNCE program in the areas of modeling, instrumentation, and data reduction since its inception in the mid-1970s. This report documents the data gathered during the tests of the A-7D attack aircraft over rough runways at Whiteman Air Force Base, MO between December 5 and December 20, 1984. This data consists of time-history plots of the wing, center of gravity, and pilot's seat accelerations along with loads, pressures, and displacements on the landing gear, brake pressure, and aircraft velocity. A complete description of the test program is contained in the companion report AFWAL-TM-85-256. The aircraft was provided and supported by the 132 nd Tactical Fighter Wing, Iowa Air National Guard. Two aircraft configurations were tested during this project: 24,500 and 42,000 pounds gross weight. These aircraft were tested over single and multiple bumps of 3-inch height and 78-foot length. The purpose behind this test program was to provide data on the aircraft's response to runway roughness, which could be used to validate computational models.								
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not filmed)

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FOREWORD

This project was accomplished through the combined efforts of the Structural Dynamics and Structural Integrity Branches of the Structures Division, Flight Dynamics Laboratory, Air Force Wright Aeronautical Laboratories, Wright-Patterson Air Force Base, Ohio. The work was performed under Project 20545001, Support of HAVE BOUNCE.

The HAVE BOUNCE Program Manager was Mr. Earl Ashworth of ASD/TAAM, Program Engineer, Mr. Jim Holpp of ASD/TAEF and Test Manager, Lt. Michael Richards of ASD/TAAT. AFFTC was the Responsible Test Organization and provided AFWAL with the telemetry transmitter, receiver and antenna used for the test.

The authors wish to extend their appreciation to Mr. Lowell Vaughn and Mr. Mike Hart, who were responsible for the acquisition and the reduction of the measured data, and to Mike Banford for supplying drawings for the instrumentation. We would also like to acknowledge the efforts of Mr. Fred Hussong and all other persons from AFWAL/FIBT involved in instrumentation and calibration of the main and nose landing gear for this project. Special thanks go to the Air National Guard personnel whose efforts and cooperation were essential in all phases of the testing. In particular we thank Col. James M. Fredregill, Maintenance Chief, TSgt. Paul Carder, Crew Chief, and the other members of the Des Moines ANG.

This work was performed by Mr. David Banaszak, Mr. Earl Rogers, Mr. Dansen Brown, Mr. Vincent Johnson, Mr. Larry Dukate and Mr. Mike Hart of AFWAL/FIBG, and Mr. John Riechers of AFWAL/FIBE during the period of October, 1984 to March, 1985. The manuscript was released by the authors in May, 1988 for publication as an AFWAL Technical Memorandum.

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LIST OF SYMBOLS AND ABBREVIATIONS

<u>SYMBOL/ABBREVIATION</u>	<u>MEANING</u>
AFB	Air Force Base
AFFTC	Air Force Flight Test Center
AFWAL	Air Force Wright Aeronautical Laboratories
ANG	Air National Guard
ASD	Aeronautical Systems Division
c.g.	Center of Gravity
D/A	Digital to Analog
FM	Frequency Modulation
g	Acceleration of 9.80 meters/second square
HAVE BOUNCE	Project under Rapid Runway Repair Program
In	Inches
Kt	Knots
lb	Pounds
LTV	Ling Tempco Vought, Corporation
LW	Light Weight
MAC	Mean Aerodynamic Cord
MLG	Main Landing Gear
NLG	Nose Landing Gear
PSIA	Pounds Per Square Inch Absolute
PSIG	Pounds Per Square Inch Gauge
RPM	Revolution Per Minute
SG	Strain Gage
WPAFB	Wright-Patterson Air Force Base
132 TFW	132nd Tactical Fighter Wing

I INTRODUCTION

Early military aircraft were designed for operations off rough and unprepared surfaces. During the Second World War the use of paved and semi-prepared airfields allowed designs to use smaller and lighter landing gear components, improving aircraft performance and ordnance delivery capabilities. This dependence upon prepared surfaces increased the maintenance time necessary on forward airfields. After the war, the Air Force adopted the philosophy of operating aircraft primarily from paved runways. The Korean and Vietnam conflicts demonstrated the vulnerability of this resource. Several methods of repairing damaged runways were developed, but all demonstrated the inverse proportionality of smoothness to repair time. The need to rapidly resume aircraft operations after being attacked necessitates the acceptance of runway roughness.

The HAVE BOUNCE program was initiated to quantify the capabilities of U.S. aircraft to operate over rapidly repaired runway surfaces. All primary front line aircraft have been tested under this program and computer models of their response to runway roughness have been completed. This report of the A-7D aircraft's test data is to provide information useful for verifying computer models developed by the Vought Corporation and the Structures Division of the Flight Dynamics Laboratory.

The A-7D test aircraft is a single-engine, single-place, attack aircraft operated by the Navy and Air National Guard and manufactured by Vought Corporation, Dallas, Texas. Aircraft tail number 75-0397 was instrumented to measure main and nose landing

gear displacements, loads, and strut pressures and aircraft velocities and accelerations during the HAVE BOUNCE tests. The 132nd Tactical Fighter Wing (132nd/TFW), Iowa Air National Guard (ANG) supplied, maintained and piloted the aircraft. The 132nd/TFW also helped instrument the aircraft at the Des Moines ANG Base, Iowa. To prevent damage to the instrumentation, the instrumented A-7D was flown with its landing gear down, at a maximum speed of 250 knots, from Des Moines to Whiteman AFB, MO for the ground tests.

The aircraft was taxied over three repair configurations during light and heavyweight operations. The configurations were a single bump, a double bump and a spall. The test data were recorded on magnetic tape and oscillograph paper. A complete description of all test events of this program is found in Reference 1, a companion to this report. This report is intended for data presentation only.

This report documents the data reduced and generated for the A-7D HAVE BOUNCE tests conducted at Whiteman AFB, MO during December 1984. Section II describes the data. The Appendix presents time histories for the data from all test runs.

II DESCRIPTION OF DATA

The A-7D used for this test program was instrumented for 25 data parameters. These parameters include accelerations, displacements, pressures, velocities, and loads. A description and location for each is in Table I. The calibrations used to convert digital counts to engineering units for each transducer are presented in Table II. The equations used to calculate the more familiar aircraft loads from the measured quantities are in Table III. These calculations are based on the particular geometry of the A7's landing gear. These eight calculated or derived quantities and the 25 measured quantities are presented as time-history plots for each test run.

The two aircraft loadings tested during this program are defined in Table IV. Table V lists all test conditions and the values of the main variable aircraft parameters. Each test run plot set contains six pages of time-history plots covering all 33 measured and derived values in engineering units, as shown in Table VI.

The time-history plot sets are ordered to correspond with the test run order. These time-history plots are presented in the Appendix. Table VII is an index to the Appendix.

The data are fully evaluated in Section V of Reference 1. The primary conclusion in Reference 1 concerning this data is that the data generated are consistent, with accuracy sufficient for the intended purpose of validating computer simulation techniques. It is also noted that filters could be used to produce cleaner signals on the accelerometer transducers.

TABLE I TRANSDUCER ID'S AND DESCRIPTIONS

<u>ID</u>	<u>DESCRIPTION</u>
(accelerometers - Gs)	
A 1	Normal acceleration at airplane CG
A 2	Normal acceleration at pilot's seat
A 3	Normal acceleration at wing tip
A 4	Normal acceleration at wing fold
A 5	Normal acceleration at mid outer panel
A 6	Normal acceleration at center pylon
(displacement transducers - inches)	
DP 1	Nose gear shock strut stroke
DP 2	Left main gear shock strut stroke
DP 3	Right main gear shock strut stroke
(pressure transducers - psig)	
P 1	Nose gear shock strut upper pressure
P 2	Nose gear shock strut lower pressure
P 3	Left main gear shock strut upper pressure
P 4	Left main gear shock strut lower pressure
P 5	Left main gear brake pressure
P 6	Right main gear shock strut upper pressure
P 7	Right main gear shock strut lower pressure
P 8	Right main gear brake pressure
(wheel rpm counters - output converted to knots)	
RPM 1	Main gear wheel RPM (left)
RPM 2	Main gear wheel RPM (right)
(strain gauges - lbs)	
SG 1	Nose gear knee link load
SG 2	Nose gear drag strut load
SG 3	Left main gear shock strut load
SG 4	Left main gear drag strut load
SG 5	Right main gear shock strut load
SG 6	Right main gear drag strut load

TABLE II CALIBRATION TABLE

ID	UNITS	CALIBRATION EQUATIONS				COUNT FOR ZERO	ADDITIONAL COMMENTS
		K	*	C	+ B	LOAD = -B/K	
P1	PSIG	1.2231C	+	2.4229		-1.980921	
P2	PSIG	1.2213C	-	55.4263		45.3842	
P3	PSIG	1.2208C	-	54.8085		44.8954	
P4	PSIG	1.2217C	-	65.787		53.8489	
P5	PSIG	1.2200C	-	58.8767		48.2613	
P6	PSIG	1.2190C	-	62.8598		51.5674	
P7	PSIG	1.2221C	-	51.2398		41.9267	
P8	PSIG	1.2199C	-	65.9057		54.0237	
A1	g	4.9297E-03C	-	10.33892		2097.24	2300.09(1g) *
A2	g	5.3662E-03C	-	11.0843		2065.41	2251.65(1g) *
A3	g	4.3752E-03C	-	8.74601		1998.97	2227.53(1g) *
A4	g	5.3795E-03C	-	10.6236		1974.84	2160.73(1g) *
A5	g	5.1732E-03C	-	10.4321		2016.57	2209.88(1g) *
A6	g	4.5935E-03C	-	9.1363		1988.96	2206.66(1g) *
SG1	lb	34.5741C	-	70531		2040	TENSION
SG2	lb	35.2732C	-	72310		2050	TENSION/ COMPRESSION
SG3	lb	59.0751C	-	125587		1960	COMPRESSION
SG4	lb	30.9121C				1050/2030**	TENSION
		25.6681C	-	52182			COMPRESSION
SG5	lb	50.4072C	-	111052		1963	COMPRESSION
SG6	lb	29.5039C				1549/2055**	TENSION
		25.1509C	-	51685			COMPRESSION
RP1	Kt	0.1584C	-	325.565		2055.83	
RP2	Kt	0.1580C	-	324.077		2051.73	
DP1	In	-5.1592E-03C	+	13.5842		2633.01	
DP2	In	2.4954E-03C	-	1.6347		655.07	
DP3	In	2.4410E-03C	-	1.2596		516.00	

NOTES: *Recommend compute lg counts at start of each run.

**Zero change occurred at TM record 31 on 12/17/84

Run number 29 LW over mats at 94 knots.

Calibrations are derived from least squares best fit straight line.

K(engineering units/count)

B(engineering units)

C = Counts

TABLE III EQUATIONS FOR DERIVED QUANTITIES

1. NLG shock strut load from knee link load: $-F_{SK}^*(SG\ 1)$
2. NLG shock strut load from lower pressure: $-17.646^*(P\ 2)$
3. NLG vertical tire load from knee link load: $F_{AK}^*(SG\ 1)$
4. Left MLG shock strut load from lower pressure: $-11.027^*(P\ 4)$
5. Left MLG vertical wheel load from shock strut load: $-F_{MN}(DP\ 2)^*(SG\ 3)$
6. Right MLG shock strut load from lower pressure: $-11.027^*(P\ 7)$
7. Right MLG vertical wheel load from shock strut load: $-F_{MN}(DP\ 3)^*(SG\ 5)$
8. Average MLG vertical wheel load from left & right above: $((5) + (7))/2$

where for nose landing gear:

S = output from DP 1

$$T_1 = (16.21 - S)^2$$

$$T_2 = \text{sqrt}(18.49 + T_1)$$

$$\theta_1 = \cos^{-1}((T_1 - 31.5911)/(14.30*T_2))$$

$$\theta_2 = \cos^{-1}((T_1 + 68.5711)/(20.12*T_2))$$

$$\theta_3 = \theta_1 + \cos^{-1}(4.3/T_2)$$

$$\theta_4 = \theta_2 + \sin^{-1}(4.3/T_2)$$

$$\theta_5 = \theta_1 + \theta_2$$

$$F_{AK} = 10.06*\sin\theta_5/(14.5*\sin\theta_4)$$

and $F_{SK} = F_{AK} + \sin\theta_3$

and for main landing gear:

S = output from (I)

$$T_1 = 44.10 - S$$

$$\theta_1 = \cos^{-1}((2374.77 - T_1^2)/1942.03)$$

$$\theta_2 = \cos^{-1}((1366.76 + T_1^2)/(86.50*T_1))$$

$$F_{MN}(I) = \sin\theta_2/(1.21827*\cos(\theta_1 - 34.86)) - .003$$

TABLE IV A-7D AIRCRAFT TEST CONFIGURATIONS

<u>Aircraft</u>	<u>Flap Setting</u>	<u>Ordnance</u>	<u>Ammunition</u>	<u>Fuel Wt</u>	<u>CG %MAC</u>	<u>GW-lb</u>
Take-Off	1/2	6 MK-84 (1 per wing station) 2 AIM-9E(fuselage stations)	1000 rounds 20 mm target practice	6350 lb	26.19	42,000
Landing	Full	Pylons only	1000 rounds 20 mm target practice	1800 lb	26.14	24,500

TABLE V A-7D HAVE BOUNCE TEST RUNS

Run #	AC Cond.	Bump	Fuel Wt (lb)	Net Wt (lb)	Planned Vel (Kt)	Achieved Vel (Kt)	Date	Notes
1	L	1-3	----	24500	40	44	12	
2	L	Spall	----	24500	10	12	14	
3	L	Spall	----	24500	10	9	14	
4	L	Spall	----	24500	4	3	14	
5	L	Spall	----	24500	10	9	14	
6	L	Spall	----	24500	15	17	14	
7	L	Spall	1700	24420	10	10	14	
8	L	Spall	2500	25220	20	18	14	
9	L	Spall	2350	25070	30	28	14	
10	L	Spall	2100	24820	30	29	14	
11	L	Spall	1800	24520	40	38	14	
12	T.O.	Spall	7250	42900	10	10	14	
13	T.O.	Spall	7000	42650	20	19	14	
14	T.O.	Spall	6800	42450	30	29	14	
15	T.O.	Spall	6450	42100	40	39	14	
16	L	1-3	2550	25270	40	44	17	
17	L	1-3	2400	25120	60	57	17	
18	L	1-3	2100	24820	80	76	17	
19	L	1-3	1800	24520	90	88	17	
20	L	1-3	2600	25320	100	99	17	
21	L	1-3	2100	24820	110	110	17	
22	L	1-3	1600	24320	120	121	17	
23	L	1-3	2600	25320	20	20	17	Light Braking
24	L	1-3	2400	25120	30	25	17	Light Braking
25	L	1-3	2100	24820	60	55	17	Light Braking
26	L	1-3	2600	25320	70	70	17	Light Braking
27	L	1-3	2250	24970	80	85	17	Light Braking
28	L	1-3	1900	24620	90	85	17	Light Braking
29	L	1-3	2500	25220	100	95	17	Light Braking
30	L	1-3	1800	24520	100	100	17	Light Braking
31	T.O.	1-3	7000	42650	20	24	18	
32	T.O.	1-3	6200	41850	40	40	18	
33	T.O.	1-3	5000	40650	40	40	18	
34	T.O.	1-3	4800	40450	60	61	18	
35	T.O.	1-3	7300	42950	70	70	18	
36	T.O.	1-3	7100	42750	60	61	18	8 deg Stab.
37	T.O.	1-3	6200	41850	70	69	18	8 deg Stab.
38	T.O.	1-3	5900	41550	80	81	18	8 deg Stab.
39	T.O.	1-3	7200	42850	60	59	18	185psi NoseTires
40	T.O.	1-3	6900	42550	70	72	18	185psi NoseTires
41	T.O.	1-3	6200	41850	20	20	18	Accelerating
42	L	2-3	2600	25320	40	40	19	
43	L	2-3	2400	25120	60	58	19	
44	L	2-3	2100	24820	70	72	19	
45	L	2-3	1800	24520	80	80	19	
46	L	2-3	1500	24220	40	40	19	Light Braking
47	L	2-3	2400	25120	60	60	19	Light Braking
48	T.O.	2-3	7500	43150	20	22	19	
49	T.O.	2-3	6600	42250	40	41	19	185psi NoseTires
50	T.O.	2-3	6200	41850	60	61	19	185psi NoseTires
51	T.O.	2-3	5600	41250	20	20	19	
52	T.O.	2-3	5400	41050	40	39	19	
53	T.O.	2-3	5000	40650	30	29	19	

TABLE VI PLOT FORMATS

Page 1:

1. Nose gear vertical tire load from knee link load. (NG V)*
2. Average main gear vertical tire load from left and right. (AM V)
3. Normal acceleration at aircraft CG. (A 1)
4. Normal acceleration at pilot's seat. (A 2)

Page 2:

1. Nose gear shock strut load from knee link load and lower pressure. (NS S)
2. Left main gear vertical tire load from shock strut load. (LM V)
3. Right main gear vertical tire load from shock strut load. (RM V)
4. Main gear wheel velocity left and right. (RPM)

Page 3:

1. Left main gear shock strut stroke. (DP 2)
2. Left main gear shock strut load and shock strut load from lower pressure. (LM S)
3. Left main gear drag strut load. (SG 4)
4. Left main gear shock strut upper and lower pressures. (P3 and P4)

Page 4:

1. Right main gear shock strut stroke. (DP 3)
2. Right main gear shock strut load and shock strut load from lower pressure. (RM S)
3. Right main gear drag strut load. (SG 6)
4. Right main gear shock strut upper and lower pressures. (P6 and P7)

Page 5:

1. Nose gear shock strut stroke. (DP 1)
2. Nose gear knee link load. (SG 1)
3. Nose gear drag strut load. (SG 2)
4. Nose gear shock strut upper and lower pressures. (P1 and P2)

Page 6:

1. Normal acceleration at center pylon and wing fold. (A6 and A4)
2. Normal acceleration at mid outer panel. (A5)
3. Normal acceleration at wing tip. (A 3)
4. Main gear brake pressures left and right. (P8 and P5)

* The titles within parentheses correspond to the labels on vertical axes of plots. In plots which overlay two sets of data, the second set is denoted with asterisks.

TABLE VII APPENDIX PLOT PAGE NUMBERS

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RUN NO. 7	PAGE NO. 6	A- 42
RUN NO. 8	PAGE NO. 1	A- 43
RUN NO. 8	PAGE NO. 2	A- 44
RUN NO. 8	PAGE NO. 3	A- 45
RUN NO. 8	PAGE NO. 4	A- 46
RUN NO. 8	PAGE NO. 5	A- 47
RUN NO. 8	PAGE NO. 6	A- 48

TABLE VII (CONT'D) APPENDIX PLOT PAGE NUMBERS

<u>PAGE TITLE</u>		<u>PAGE</u>
RUN NO. 9	PAGE NO. 1	A- 49
RUN NO. 9	PAGE NO. 2	A- 50
RUN NO. 9	PAGE NO. 3	A- 51
RUN NO. 9	PAGE NO. 4	A- 52
RUN NO. 9	PAGE NO. 5	A- 53
RUN NO. 9	PAGE NO. 6	A- 54
RUN NO. 10	PAGE NO. 1	A- 55
RUN NO. 10	PAGE NO. 2	A- 56
RUN NO. 10	PAGE NO. 3	A- 57
RUN NO. 10	PAGE NO. 4	A- 58
RUN NO. 10	PAGE NO. 5	A- 59
RUN NO. 10	PAGE NO. 6	A- 60
RUN NO. 11	PAGE NO. 1	A- 61
RUN NO. 11	PAGE NO. 2	A- 62
RUN NO. 11	PAGE NO. 3	A- 63
RUN NO. 11	PAGE NO. 4	A- 64
RUN NO. 11	PAGE NO. 5	A- 65
RUN NO. 11	PAGE NO. 6	A- 66
RUN NO. 12	PAGE NO. 1	A- 67
RUN NO. 12	PAGE NO. 2	A- 68
RUN NO. 12	PAGE NO. 3	A- 69
RUN NO. 12	PAGE NO. 4	A- 70
RUN NO. 12	PAGE NO. 5	A- 71
RUN NO. 12	PAGE NO. 6	A- 72
RUN NO. 13	PAGE NO. 1	A- 73
RUN NO. 13	PAGE NO. 2	A- 74
RUN NO. 13	PAGE NO. 3	A- 75
RUN NO. 13	PAGE NO. 4	A- 76
RUN NO. 13	PAGE NO. 5	A- 77
RUN NO. 13	PAGE NO. 6	A- 78
RUN NO. 14	PAGE NO. 1	A- 79
RUN NO. 14	PAGE NO. 2	A- 80
RUN NO. 14	PAGE NO. 3	A- 81
RUN NO. 14	PAGE NO. 4	A- 82
RUN NO. 14	PAGE NO. 5	A- 83
RUN NO. 14	PAGE NO. 6	A- 84
RUN NO. 15	PAGE NO. 1	A- 85
RUN NO. 15	PAGE NO. 2	A- 86
RUN NO. 15	PAGE NO. 3	A- 87
RUN NO. 15	PAGE NO. 4	A- 88
RUN NO. 15	PAGE NO. 5	A- 89
RUN NO. 15	PAGE NO. 6	A- 90
RUN NO. 16	PAGE NO. 1	A- 91
RUN NO. 16	PAGE NO. 2	A- 92
RUN NO. 16	PAGE NO. 3	A- 93
RUN NO. 16	PAGE NO. 4	A- 94
RUN NO. 16	PAGE NO. 5	A- 95
RUN NO. 16	PAGE NO. 6	A- 96

TABLE VII (CONT'D) APPENDIX PLOT PAGE NUMBERS

<u>PAGE TITLE</u>		<u>PAGE</u>
RUN NO. 17	PAGE NO. 1	A- 97
RUN NO. 17	PAGE NO. 2	A- 98
RUN NO. 17	PAGE NO. 3	A- 99
RUN NO. 17	PAGE NO. 4	A-100
RUN NO. 17	PAGE NO. 5	A-101
RUN NO. 17	PAGE NO. 6	A-102
RUN NO. 18	PAGE NO. 1	A-103
RUN NO. 18	PAGE NO. 2	A-104
RUN NO. 18	PAGE NO. 3	A-105
RUN NO. 18	PAGE NO. 4	A-106
RUN NO. 18	PAGE NO. 5	A-107
RUN NO. 18	PAGE NO. 6	A-108
RUN NO. 19	PAGE NO. 1	A-109
RUN NO. 19	PAGE NO. 2	A-110
RUN NO. 19	PAGE NO. 3	A-111
RUN NO. 19	PAGE NO. 4	A-112
RUN NO. 19	PAGE NO. 5	A-113
RUN NO. 19	PAGE NO. 6	A-114
RUN NO. 20	PAGE NO. 1	A-115
RUN NO. 20	PAGE NO. 2	A-116
RUN NO. 20	PAGE NO. 3	A-117
RUN NO. 20	PAGE NO. 4	A-118
RUN NO. 20	PAGE NO. 5	A-119
RUN NO. 20	PAGE NO. 6	A-120
RUN NO. 21	PAGE NO. 1	A-121
RUN NO. 21	PAGE NO. 2	A-122
RUN NO. 21	PAGE NO. 3	A-123
RUN NO. 21	PAGE NO. 4	A-124
RUN NO. 21	PAGE NO. 5	A-125
RUN NO. 21	PAGE NO. 6	A-126
RUN NO. 22	PAGE NO. 1	A-127
RUN NO. 22	PAGE NO. 2	A-128
RUN NO. 22	PAGE NO. 3	A-129
RUN NO. 22	PAGE NO. 4	A-130
RUN NO. 22	PAGE NO. 5	A-131
RUN NO. 22	PAGE NO. 6	A-132
RUN NO. 23	PAGE NO. 1	A-133
RUN NO. 23	PAGE NO. 2	A-134
RUN NO. 23	PAGE NO. 3	A-135
RUN NO. 23	PAGE NO. 4	A-136
RUN NO. 23	PAGE NO. 5	A-137
RUN NO. 23	PAGE NO. 6	A-138
RUN NO. 24	PAGE NO. 1	A-139
RUN NO. 24	PAGE NO. 2	A-140
RUN NO. 24	PAGE NO. 3	A-141
RUN NO. 24	PAGE NO. 4	A-142
RUN NO. 24	PAGE NO. 5	A-143
RUN NO. 24	PAGE NO. 6	A-144

TABLE VII (CONT'D) APPENDIX PLOT PAGE NUMBERS

<u>PAGE TITLE</u>		<u>PAGE</u>
RUN NO. 25	PAGE NO. 1	A-145
RUN NO. 25	PAGE NO. 2	A-146
RUN NO. 25	PAGE NO. 3	A-147
RUN NO. 25	PAGE NO. 4	A-148
RUN NO. 25	PAGE NO. 5	A-149
RUN NO. 25	PAGE NO. 6	A-150
RUN NO. 26	PAGE NO. 1	A-151
RUN NO. 26	PAGE NO. 2	A-152
RUN NO. 26	PAGE NO. 3	A-153
RUN NO. 26	PAGE NO. 4	A-154
RUN NO. 26	PAGE NO. 5	A-155
RUN NO. 26	PAGE NO. 6	A-156
RUN NO. 27	PAGE NO. 1	A-157
RUN NO. 27	PAGE NO. 2	A-158
RUN NO. 27	PAGE NO. 3	A-159
RUN NO. 27	PAGE NO. 4	A-160
RUN NO. 27	PAGE NO. 5	A-161
RUN NO. 27	PAGE NO. 6	A-162
RUN NO. 28	PAGE NO. 1	A-163
RUN NO. 28	PAGE NO. 2	A-164
RUN NO. 28	PAGE NO. 3	A-165
RUN NO. 28	PAGE NO. 4	A-166
RUN NO. 28	PAGE NO. 5	A-167
RUN NO. 28	PAGE NO. 6	A-168
RUN NO. 29	PAGE NO. 1	A-169
RUN NO. 29	PAGE NO. 2	A-170
RUN NO. 29	PAGE NO. 3	A-171
RUN NO. 29	PAGE NO. 4	A-172
RUN NO. 29	PAGE NO. 5	A-173
RUN NO. 29	PAGE NO. 6	A-174
RUN NO. 30	PAGE NO. 1	A-175
RUN NO. 30	PAGE NO. 2	A-176
RUN NO. 30	PAGE NO. 3	A-177
RUN NO. 30	PAGE NO. 4	A-178
RUN NO. 30	PAGE NO. 5	A-179
RUN NO. 30	PAGE NO. 6	A-180
RUN NO. 31	PAGE NO. 1	A-181
RUN NO. 31	PAGE NO. 2	A-182
RUN NO. 31	PAGE NO. 3	A-183
RUN NO. 31	PAGE NO. 4	A-184
RUN NO. 31	PAGE NO. 5	A-185
RUN NO. 31	PAGE NO. 6	A-186
RUN NO. 32	PAGE NO. 1	A-187
RUN NO. 32	PAGE NO. 2	A-188
RUN NO. 32	PAGE NO. 3	A-189
RUN NO. 32	PAGE NO. 4	A-190
RUN NO. 32	PAGE NO. 5	A-191
RUN NO. 32	PAGE NO. 6	A-192

TABLE VII (CONT'D) APPENDIX PLOT PAGE NUMBERS

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RUN NO. 33	PAGE NO. 2	A-194
RUN NO. 33	PAGE NO. 3	A-195
RUN NO. 33	PAGE NO. 4	A-196
RUN NO. 33	PAGE NO. 5	A-197
RUN NO. 33	PAGE NO. 6	A-198
RUN NO. 34	PAGE NO. 1	A-199
RUN NO. 34	PAGE NO. 2	A-200
RUN NO. 34	PAGE NO. 3	A-201
RUN NO. 34	PAGE NO. 4	A-202
RUN NO. 34	PAGE NO. 5	A-203
RUN NO. 34	PAGE NO. 6	A-204
RUN NO. 35	PAGE NO. 1	A-205
RUN NO. 35	PAGE NO. 2	A-206
RUN NO. 35	PAGE NO. 3	A-207
RUN NO. 35	PAGE NO. 4	A-208
RUN NO. 35	PAGE NO. 5	A-209
RUN NO. 35	PAGE NO. 6	A-210
RUN NO. 36	PAGE NO. 1	A-211
RUN NO. 36	PAGE NO. 2	A-212
RUN NO. 36	PAGE NO. 3	A-213
RUN NO. 36	PAGE NO. 4	A-214
RUN NO. 36	PAGE NO. 5	A-215
RUN NO. 36	PAGE NO. 6	A-216
RUN NO. 37	PAGE NO. 1	A-217
RUN NO. 37	PAGE NO. 2	A-218
RUN NO. 37	PAGE NO. 3	A-219
RUN NO. 37	PAGE NO. 4	A-220
RUN NO. 37	PAGE NO. 5	A-221
RUN NO. 37	PAGE NO. 6	A-222
RUN NO. 38	PAGE NO. 1	A-223
RUN NO. 38	PAGE NO. 2	A-224
RUN NO. 38	PAGE NO. 3	A-225
RUN NO. 38	PAGE NO. 4	A-226
RUN NO. 38	PAGE NO. 5	A-227
RUN NO. 38	PAGE NO. 6	A-228
RUN NO. 39	PAGE NO. 1	A-229
RUN NO. 39	PAGE NO. 2	A-230
RUN NO. 39	PAGE NO. 3	A-231
RUN NO. 39	PAGE NO. 4	A-232
RUN NO. 39	PAGE NO. 5	A-233
RUN NO. 39	PAGE NO. 6	A-234
RUN NO. 40	PAGE NO. 1	A-235
RUN NO. 40	PAGE NO. 2	A-236
RUN NO. 40	PAGE NO. 3	A-237
RUN NO. 40	PAGE NO. 4	A-238
RUN NO. 40	PAGE NO. 5	A-239
RUN NO. 40	PAGE NO. 6	A-240

TABLE VII APPENDIX A PLOT PAGES CONT'D

<u>PAGE TITLE</u>		<u>PAGE</u>
RUN NO. 41	PAGE NO. 1	A-241
RUN NO. 41	PAGE NO. 2	A-242
RUN NO. 41	PAGE NO. 3	A-243
RUN NO. 41	PAGE NO. 4	A-244
RUN NO. 41	PAGE NO. 5	A-245
RUN NO. 41	PAGE NO. 6	A-246
RUN NO. 42	PAGE NO. 1	A-247
RUN NO. 42	PAGE NO. 2	A-248
RUN NO. 42	PAGE NO. 3	A-249
RUN NO. 42	PAGE NO. 4	A-250
RUN NO. 42	PAGE NO. 5	A-251
RUN NO. 42	PAGE NO. 6	A-252
RUN NO. 43	PAGE NO. 1	A-253
RUN NO. 43	PAGE NO. 2	A-254
RUN NO. 43	PAGE NO. 3	A-255
RUN NO. 43	PAGE NO. 4	A-256
RUN NO. 43	PAGE NO. 5	A-257
RUN NO. 43	PAGE NO. 6	A-258
RUN NO. 44	PAGE NO. 1	A-259
RUN NO. 44	PAGE NO. 2	A-260
RUN NO. 44	PAGE NO. 3	A-261
RUN NO. 44	PAGE NO. 4	A-262
RUN NO. 44	PAGE NO. 5	A-263
RUN NO. 44	PAGE NO. 6	A-264
RUN NO. 45	PAGE NO. 1	A-265
RUN NO. 45	PAGE NO. 2	A-266
RUN NO. 45	PAGE NO. 3	A-267
RUN NO. 45	PAGE NO. 4	A-268
RUN NO. 45	PAGE NO. 5	A-269
RUN NO. 45	PAGE NO. 6	A-270
RUN NO. 46	PAGE NO. 1	A-271
RUN NO. 46	PAGE NO. 2	A-272
RUN NO. 46	PAGE NO. 3	A-273
RUN NO. 46	PAGE NO. 4	A-274
RUN NO. 46	PAGE NO. 5	A-275
RUN NO. 46	PAGE NO. 6	A-276
RUN NO. 47	PAGE NO. 1	A-277
RUN NO. 47	PAGE NO. 2	A-278
RUN NO. 47	PAGE NO. 3	A-279
RUN NO. 47	PAGE NO. 4	A-280
RUN NO. 47	PAGE NO. 5	A-281
RUN NO. 47	PAGE NO. 6	A-282
RUN NO. 48	PAGE NO. 1	A-283
RUN NO. 48	PAGE NO. 2	A-284
RUN NO. 48	PAGE NO. 3	A-285
RUN NO. 48	PAGE NO. 4	A-286
RUN NO. 48	PAGE NO. 5	A-287
RUN NO. 48	PAGE NO. 6	A-288

TABLE VII (CONT'D) APPENDIX PLOT PAGE NUMBERS

<u>PAGE TITLE</u>		<u>PAGE</u>
RUN NO. 49	PAGE NO. 1	A-289
RUN NO. 49	PAGE NO. 2	A-290
RUN NO. 49	PAGE NO. 3	A-291
RUN NO. 49	PAGE NO. 4	A-292
RUN NO. 49	PAGE NO. 5	A-293
RUN NO. 49	PAGE NO. 6	A-294
RUN NO. 50	PAGE NO. 1	A-295
RUN NO. 50	PAGE NO. 2	A-296
RUN NO. 50	PAGE NO. 3	A-297
RUN NO. 50	PAGE NO. 4	A-298
RUN NO. 50	PAGE NO. 5	A-299
RUN NO. 50	PAGE NO. 6	A-300
RUN NO. 51	PAGE NO. 1	A-301
RUN NO. 51	PAGE NO. 2	A-302
RUN NO. 51	PAGE NO. 3	A-303
RUN NO. 51	PAGE NO. 4	A-304
RUN NO. 51	PAGE NO. 5	A-305
RUN NO. 51	PAGE NO. 6	A-306
RUN NO. 52	PAGE NO. 1	A-307
RUN NO. 52	PAGE NO. 2	A-308
RUN NO. 52	PAGE NO. 3	A-309
RUN NO. 52	PAGE NO. 4	A-310
RUN NO. 52	PAGE NO. 5	A-311
RUN NO. 52	PAGE NO. 6	A-312
RUN NO. 53	PAGE NO. 1	A-313
RUN NO. 53	PAGE NO. 2	A-314
RUN NO. 53	PAGE NO. 3	A-315
RUN NO. 53	PAGE NO. 4	A-316
RUN NO. 53	PAGE NO. 5	A-317
RUN NO. 53	PAGE NO. 6	A-318

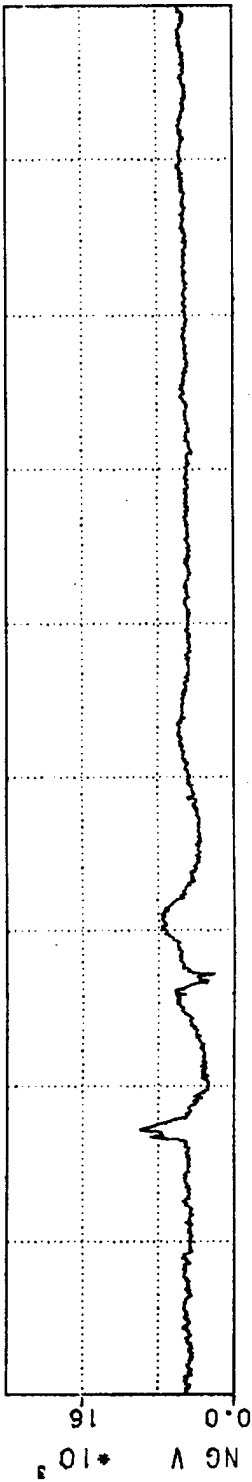
REFERENCE

1. Banaszak, D., et al. A-7D HAVE BOUNCE Test Description, AFWAL-TM-85-256-FIBG, December 1985.

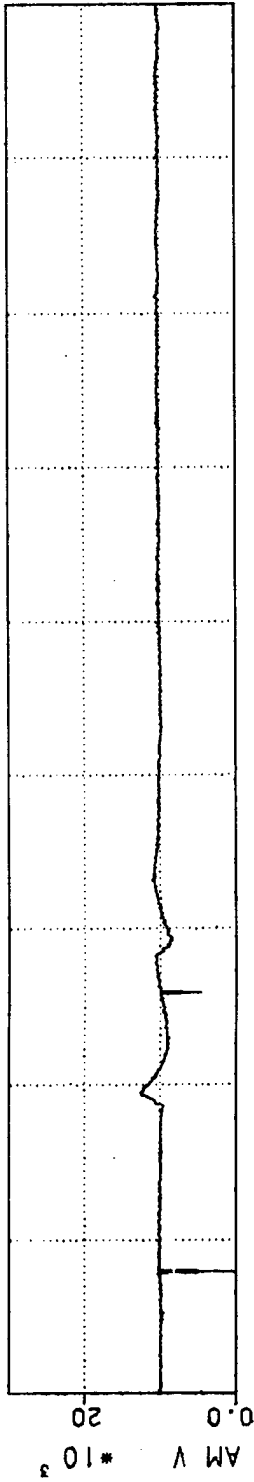
APPENDIX
TEST DATA PLOTS

A-7D HAVE BOUNCE TEST: WHITEMAN AFB 40 KNOTS : SINGLE BUMP : LIGHT WEIGHT

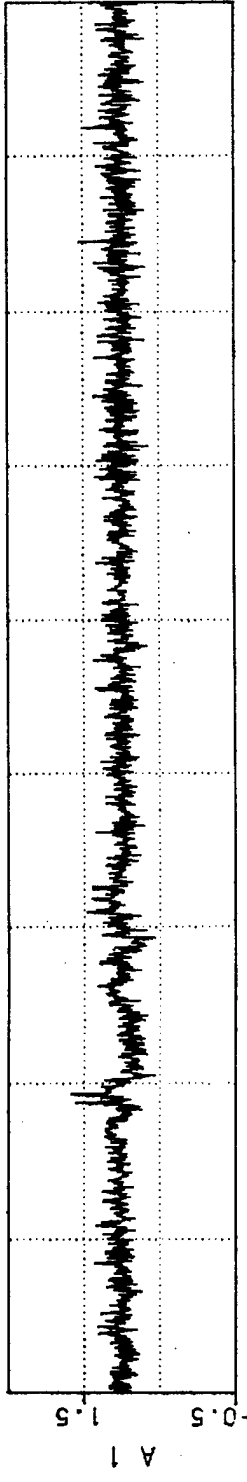
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MEAN = 2082.896
RMS = 3.717 SEC
MEAN = 4957.891
RMS = 5022.489



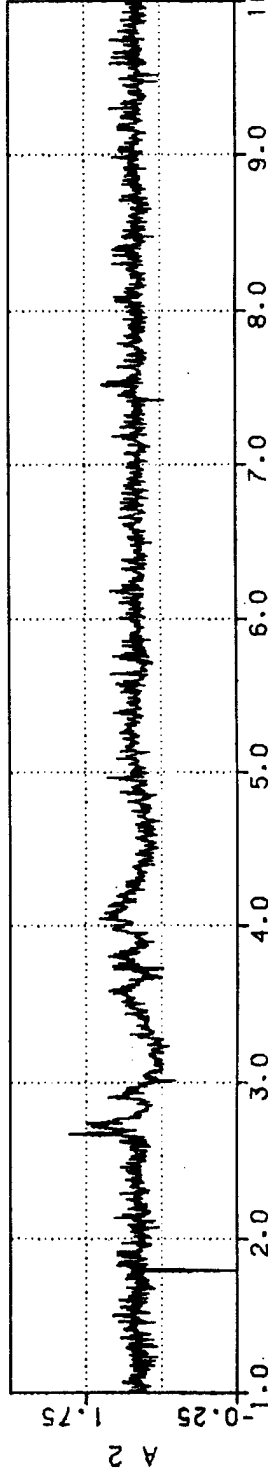
AM V
FILE 1, CHAN 9
MAX = 1.253 X10⁴
MIN = 2.944 SEC
MEAN = 0.000 X10¹⁰¹
RMS = 1.792 SEC
MEAN = 1.007 X10⁴
RMS = 1.008 X10⁴



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FILE 1, CHAN 1
MAX = 1.670
MIN = 2.929 SEC
MEAN = 0.561
RMS = 3.046 SEC
MEAN = 1.003
RMS = 1.012



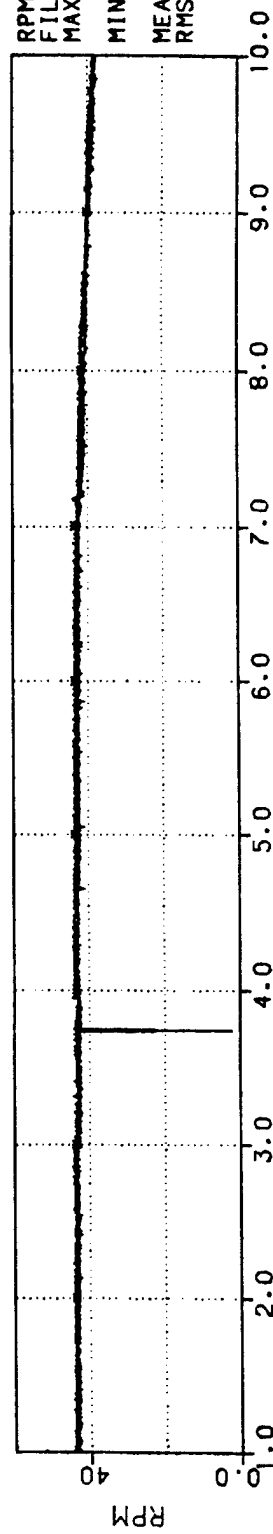
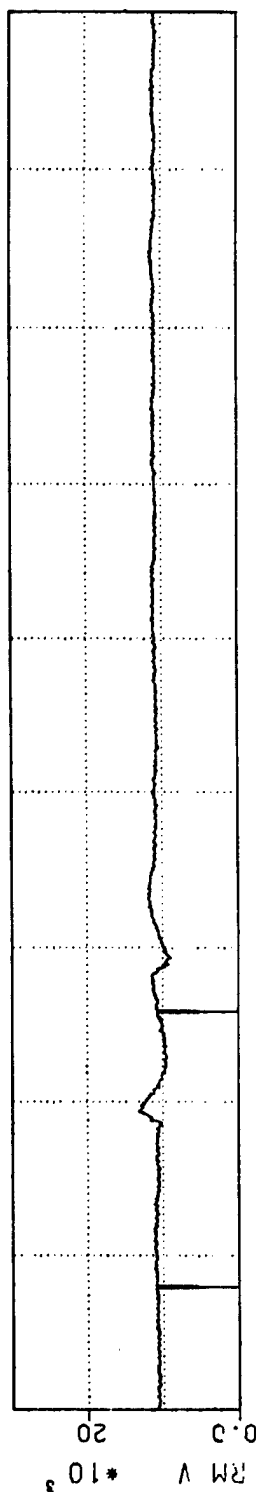
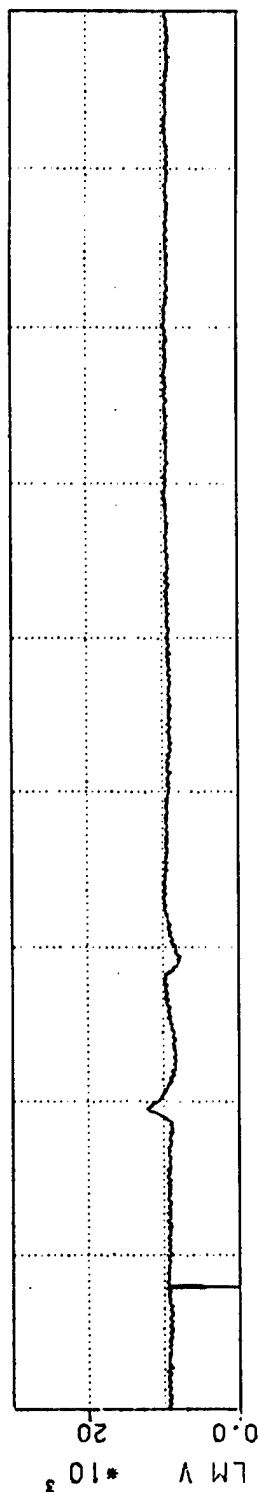
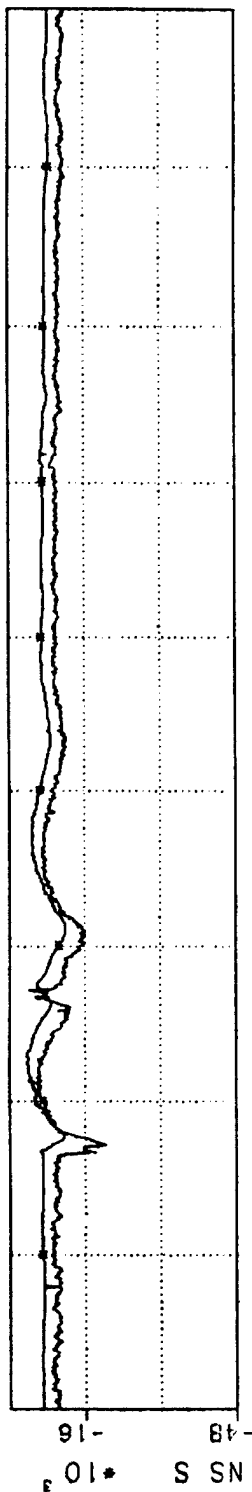
A 2
FILE 1, CHAN 2
MAX = 1.969
MIN = 2.688 SEC
MEAN = -0.250
RMS = 1.792 SEC
MEAN = 1.071
RMS = 1.080



TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 1 PAGE NO. 1

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

40 KNOTS : SINGLE BUMP : LIGHT WEIGHT



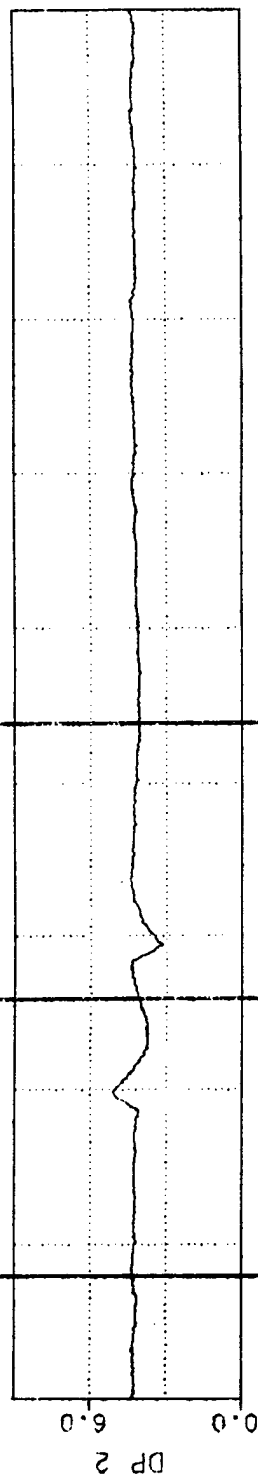
TIME - SECONDS

DELTA T (MSEC) = 5.120

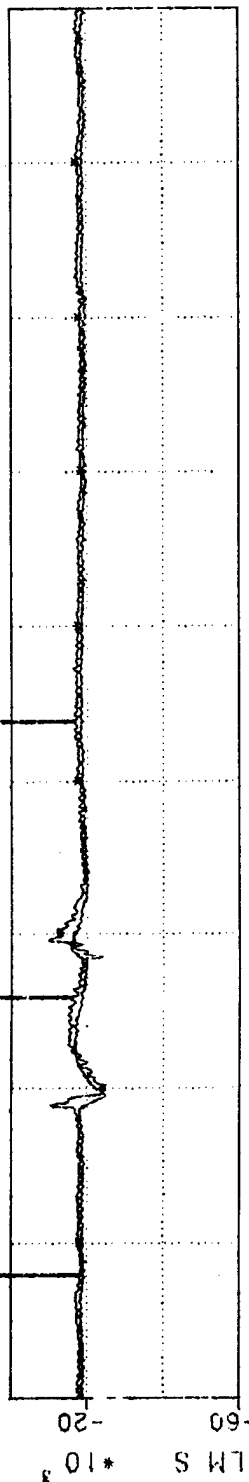
RUN NO. 1 PAGE NO. 2

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

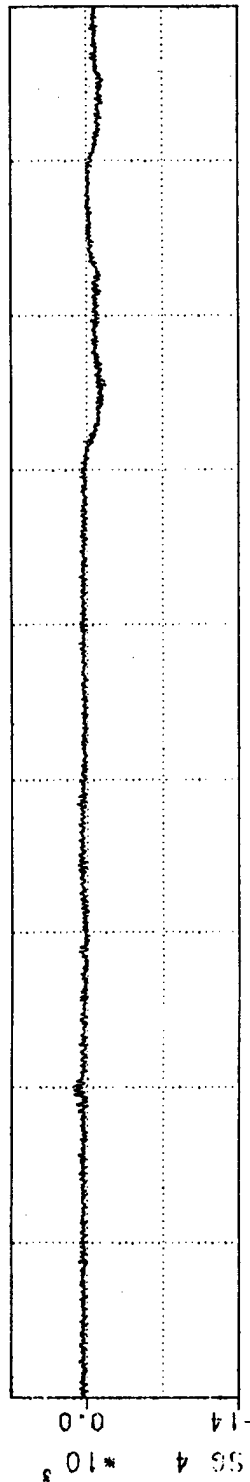
40 KNOTS : SINGLE BUMP : LIGHT WEIGHT



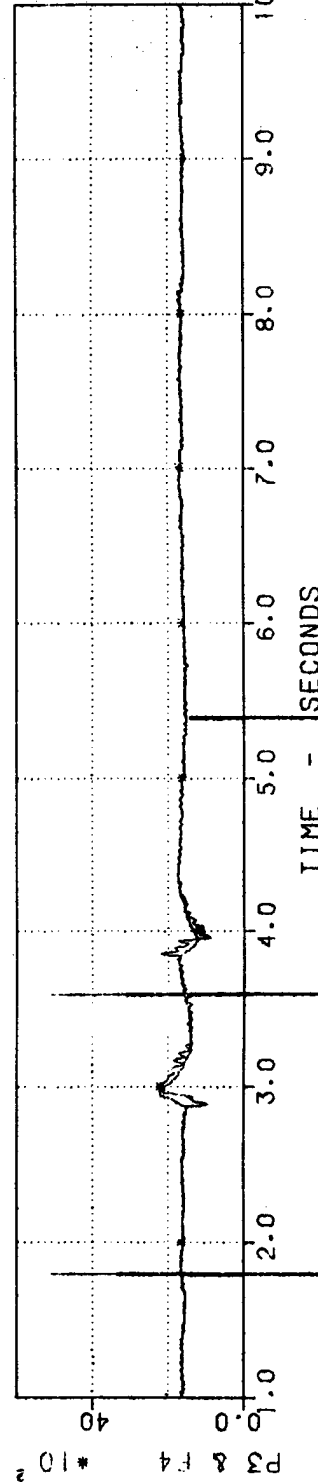
DP 2
FILE 1, CHAN 22
MAX = 5.085
MIN = 0.000 $\times 10^{-10}$
MEAN = 1.792 SEC
RMS = 4.206



LM S
FILE 1, CHAN 9
MAX = -1.518 $\times 10^{-4}$
MIN = -2.493 $\times 10^{-4}$
MEAN = -1.883 $\times 10^{-4}$
RMS = 1.890 $\times 10^{-4}$



SG 4
FILE 1, CHAN 10
MAX = 1235.787
MIN = -1741.947
MEAN = 7.547 SEC
RMS = 564.414



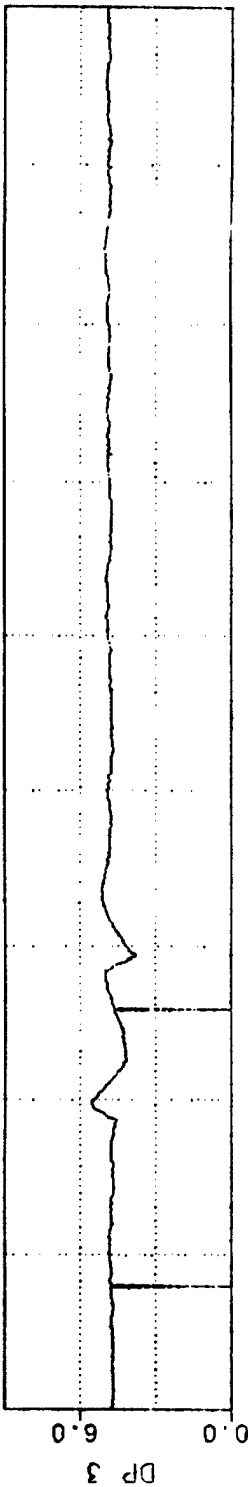
P3 & P4
FILE 1, CHAN 15
MAX = 5072.191
MIN = 3.589 SEC
MEAN = 1195.797
RMS = 1614.385

DELTA T (MSEC) = 5.120

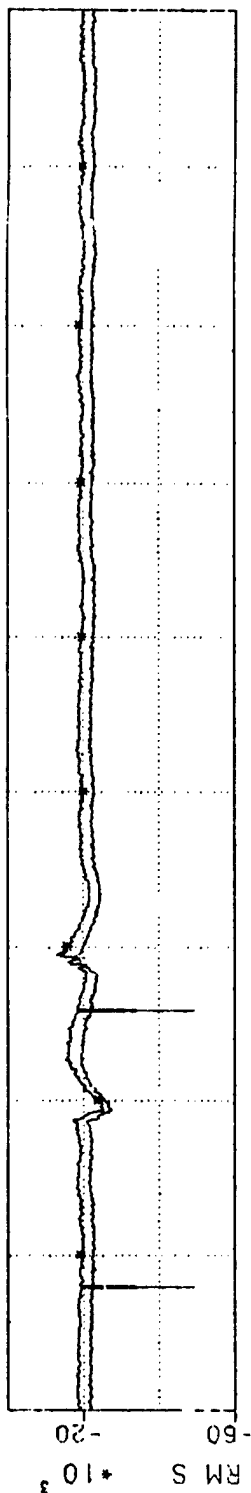
RUN NO. 1 PAGE NO. 3

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

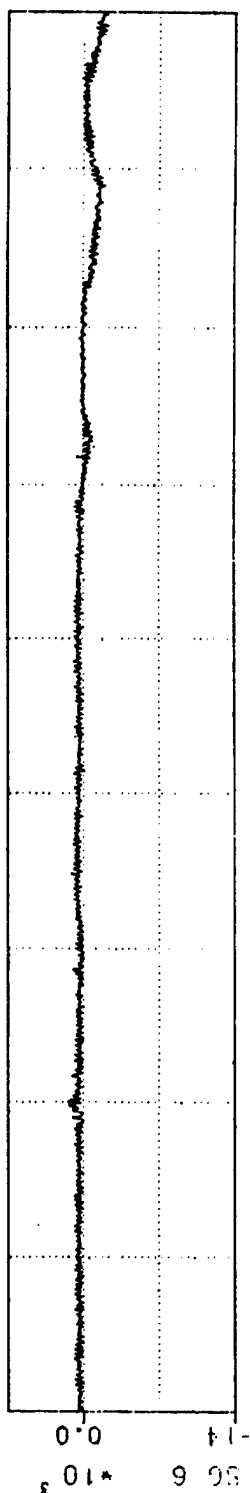
40 KNOTS : SINGLE BUMP : LIGHT WEIGHT



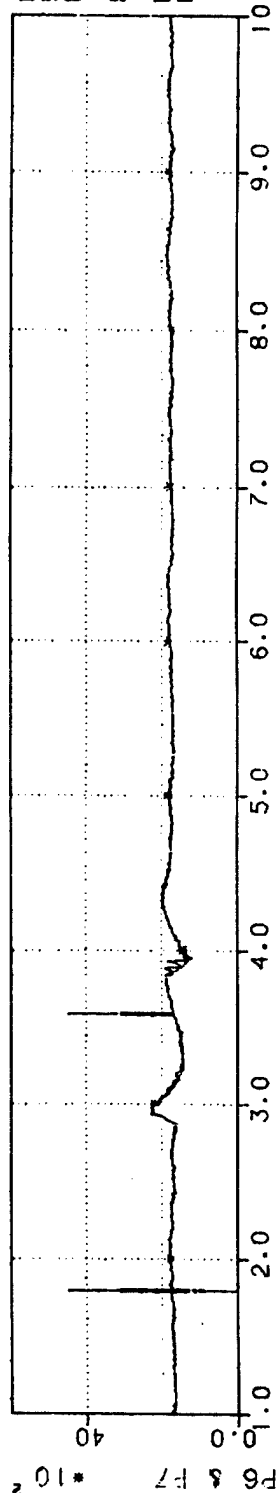
DP 3
FILE 1, CHAN 23
MAX = 5.539
MIN = 2.980 SEC
MEAN = 0.000 X10⁻¹⁰¹
RMS = 3.589 SEC
RMS = 4.790
RMS = 4.797



RM S
FILE 1, CHAN 11
MAX = -1.799 X10⁻⁴
MIN = 3.932 SEC
MEAN = -2.742 X10⁻⁴
RMS = 2.939 SEC
RMS = -2.239 X10⁻⁴
RMS = 2.241 X10⁻⁴



SG 6
FILE 1, CHAN 12
MAX = 1332.008
MIN = 2.980 SEC
MEAN = -2289.746
RMS = 9.912 SEC
RMS = 85.457
RMS = 600.912



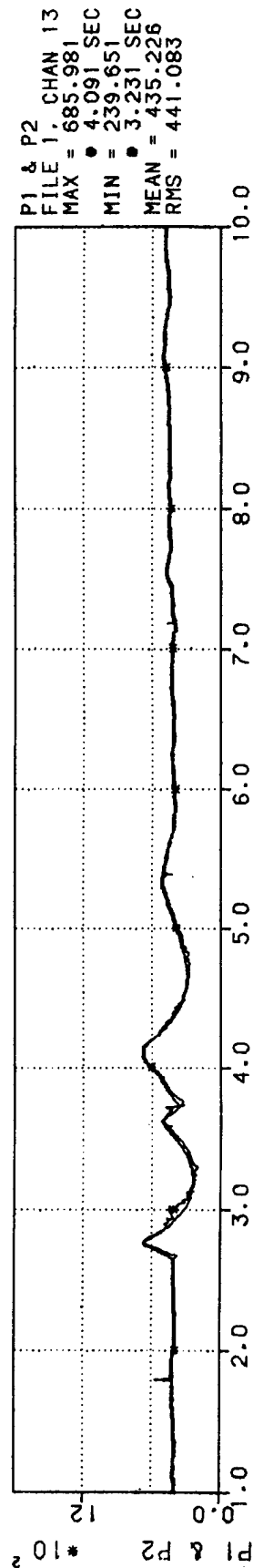
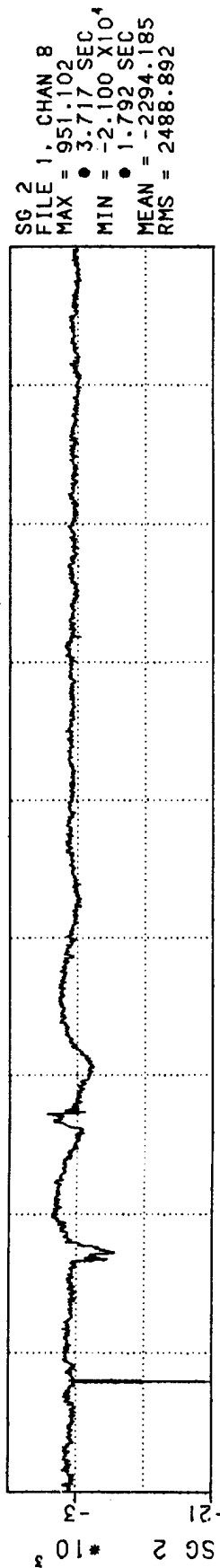
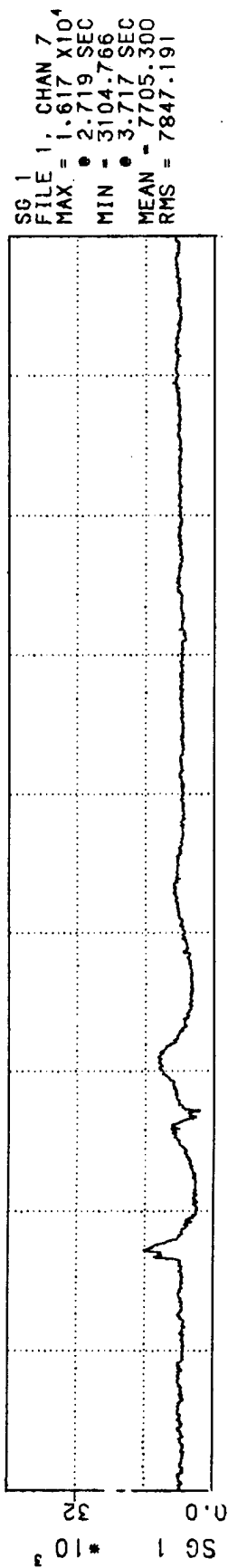
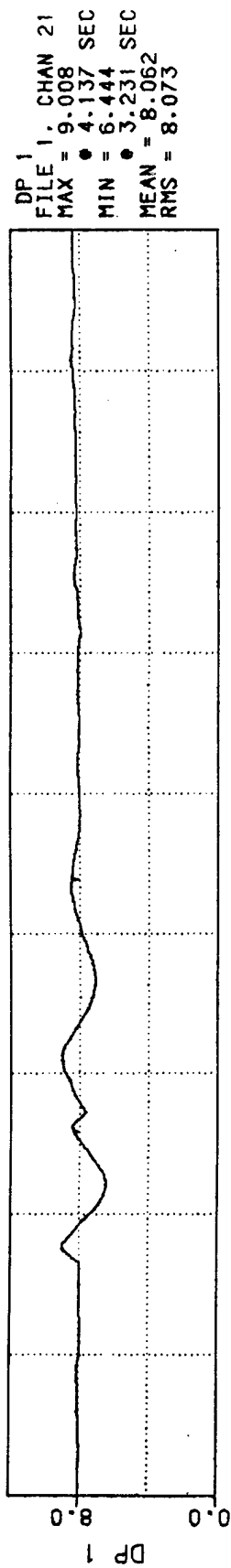
P6 & P7
FILE 1, CHAN 18
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MEAN = 0.000 X10⁻¹⁰¹
RMS = 1.792 SEC
RMS = 1739.822
RMS = 1743.205

TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 1 PAGE NO. 4

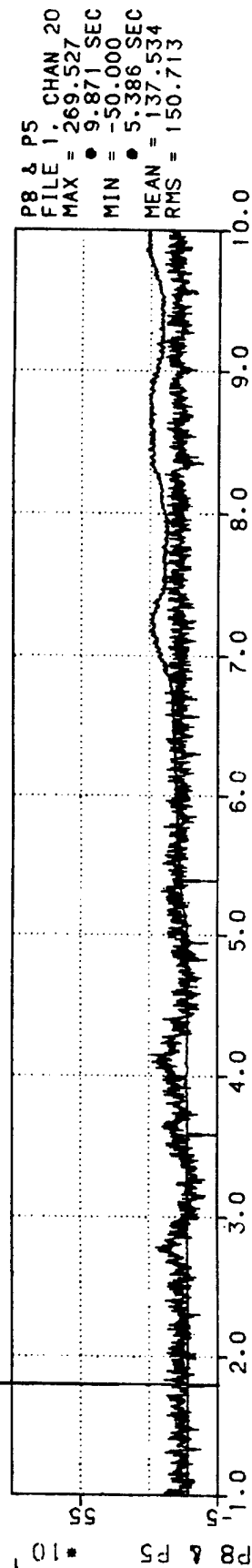
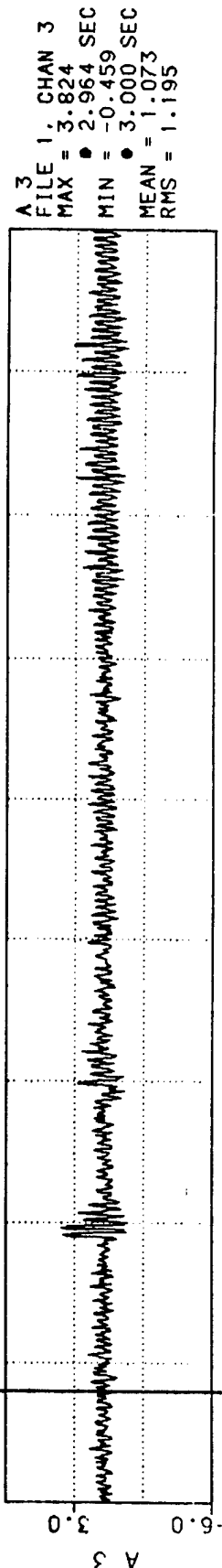
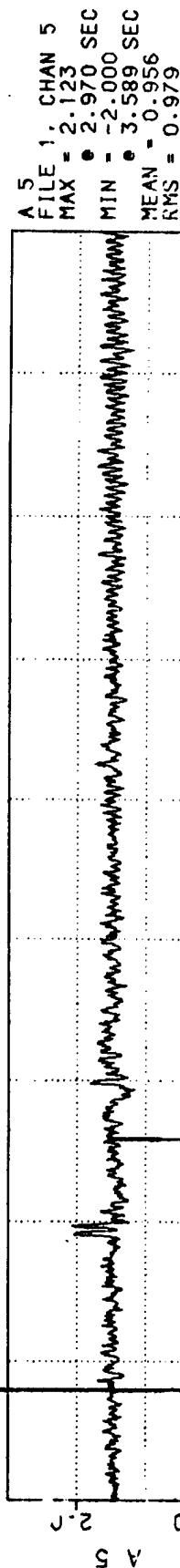
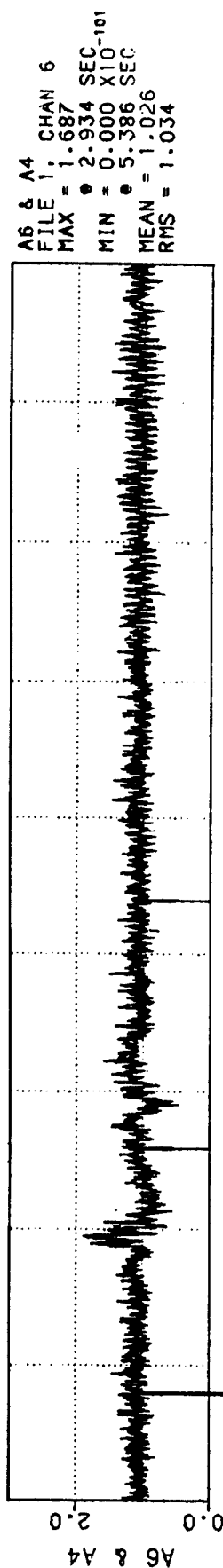
A-7D HAVE BOUNCE TEST: WHITEMAN AFB 40 KNOTS : SINGLE BUMP : LIGHT WEIGHT



TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 1 PAGE NO. 5

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

40 KNOTS : SINGLE BUMP : LIGHT WEIGHT

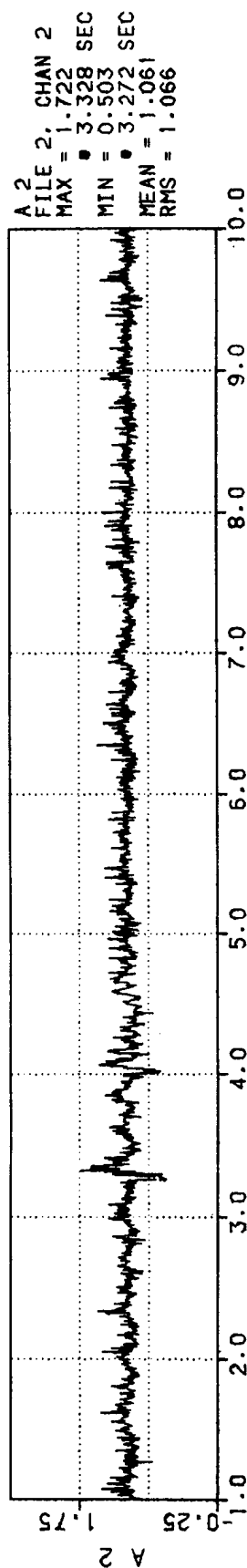
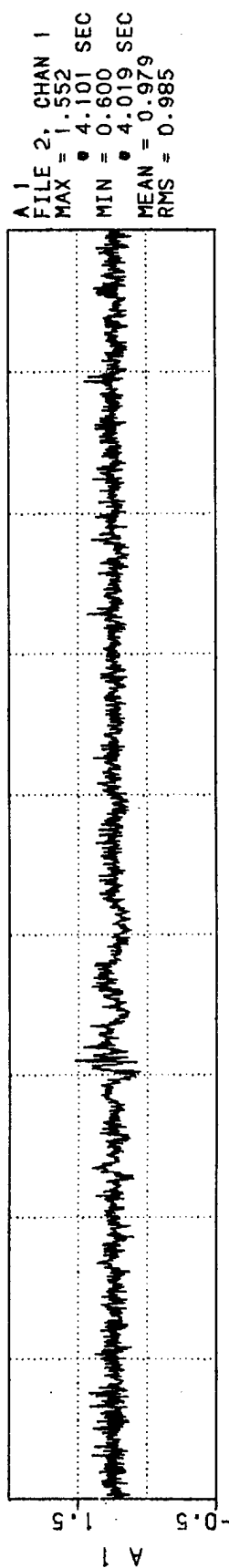
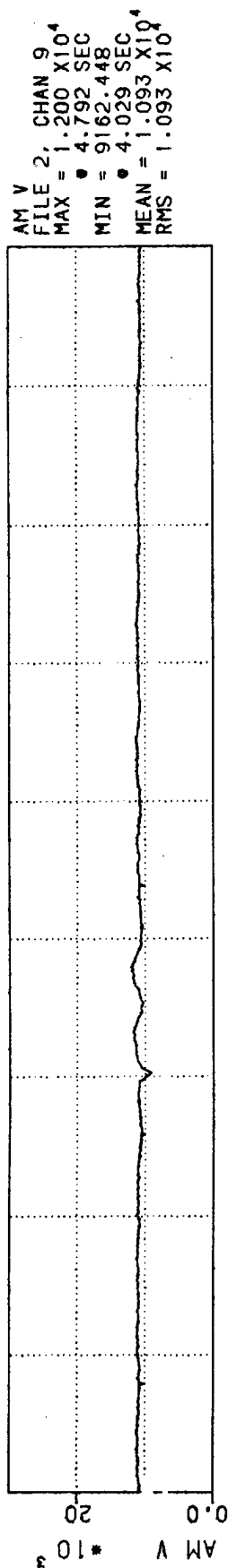
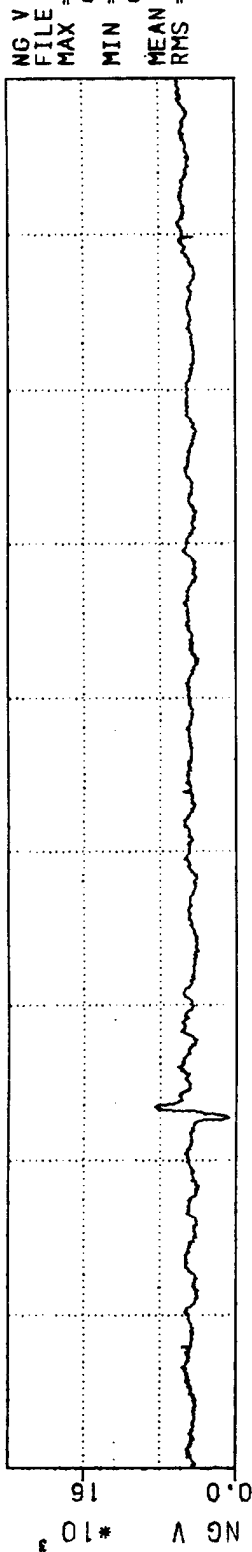


TIME - SECONDS

RUN NO. 1 PAGE NO. 6 DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

10 KNOTS : SPALL : LIGHT WEIGHT



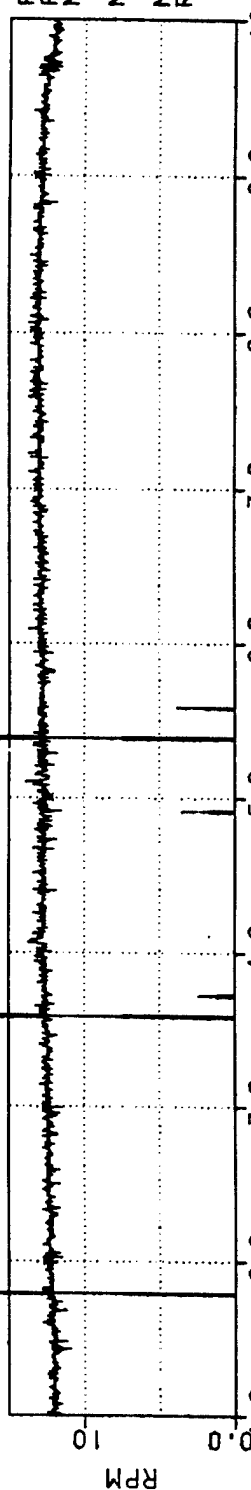
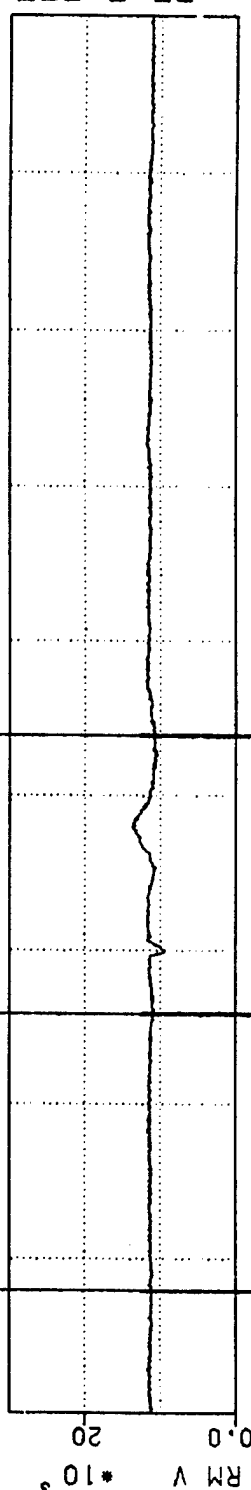
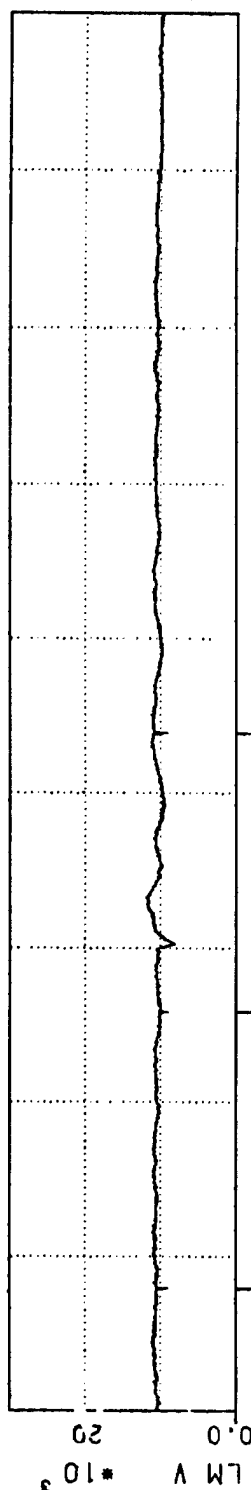
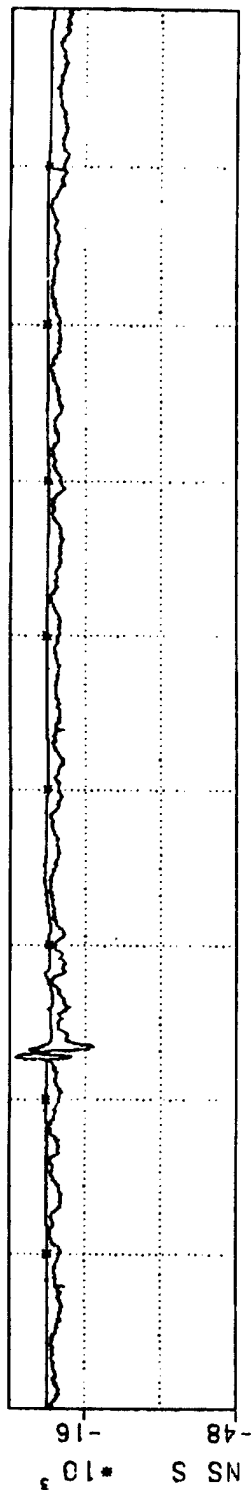
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 2 PAGE NO. 1

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

10 KNOTS : SPALL : LIGHT WEIGHT

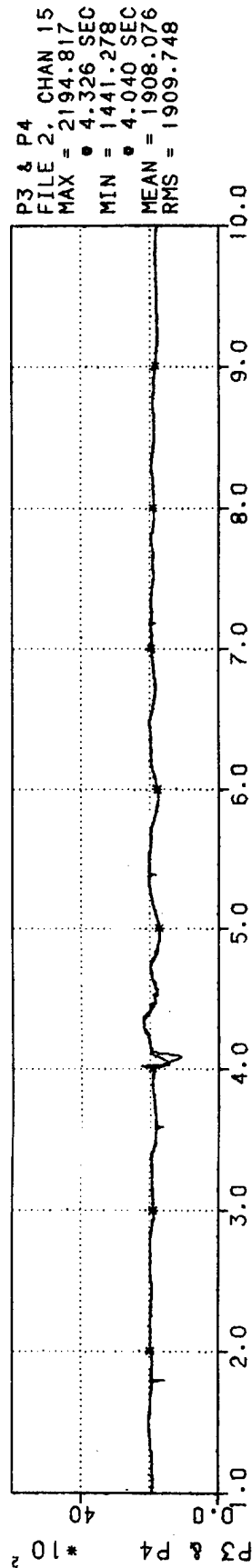
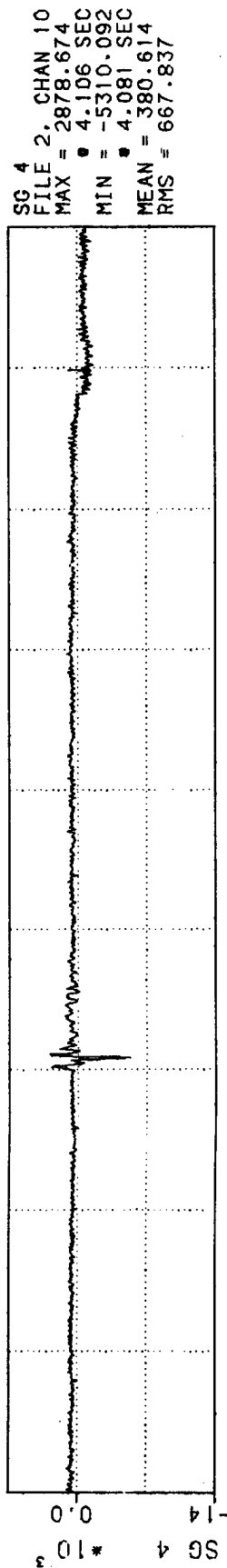
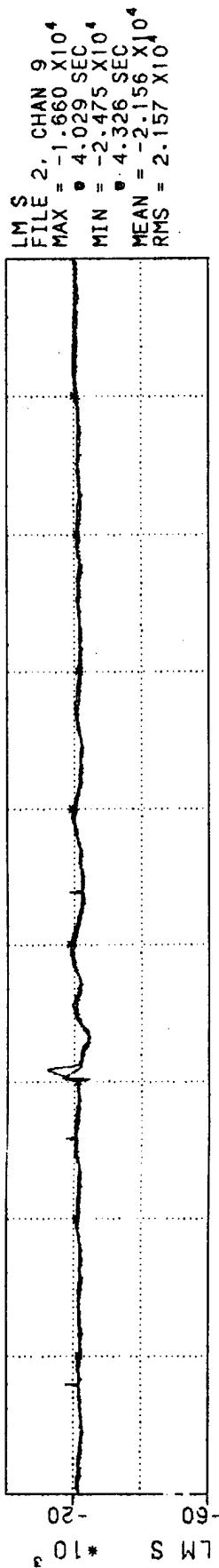
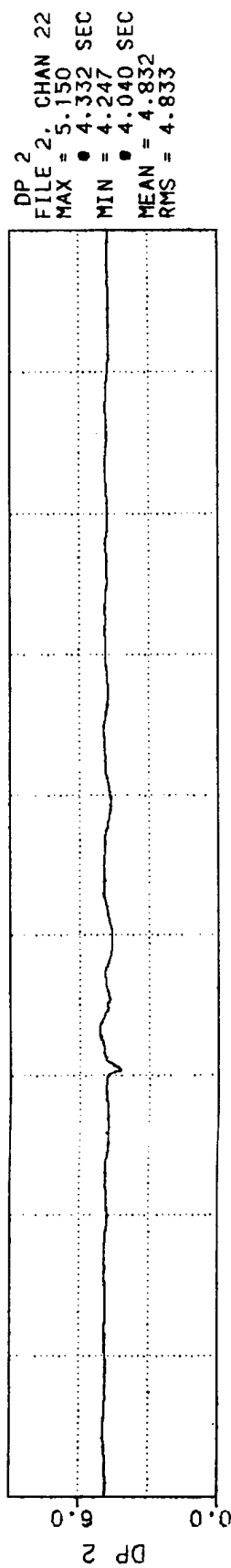


TIME - SECONDS

RUN NO. 2 PAGE NO. 2 DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

10 KNOTS : SPALL : LIGHT WEIGHT



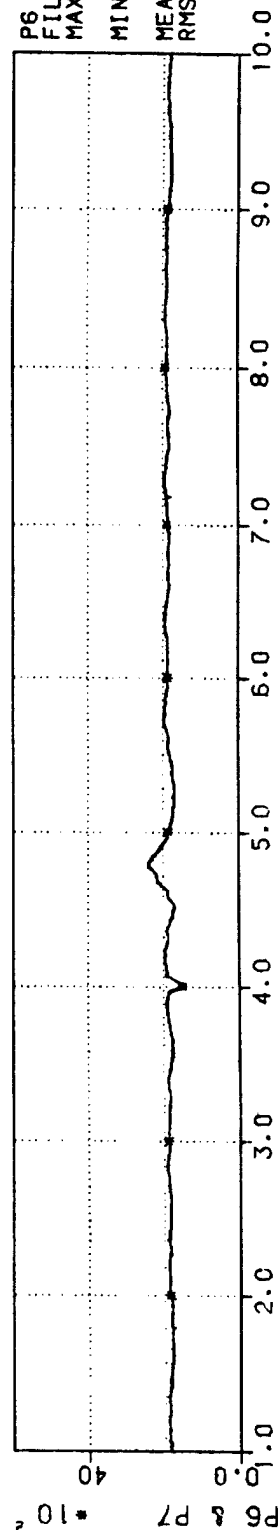
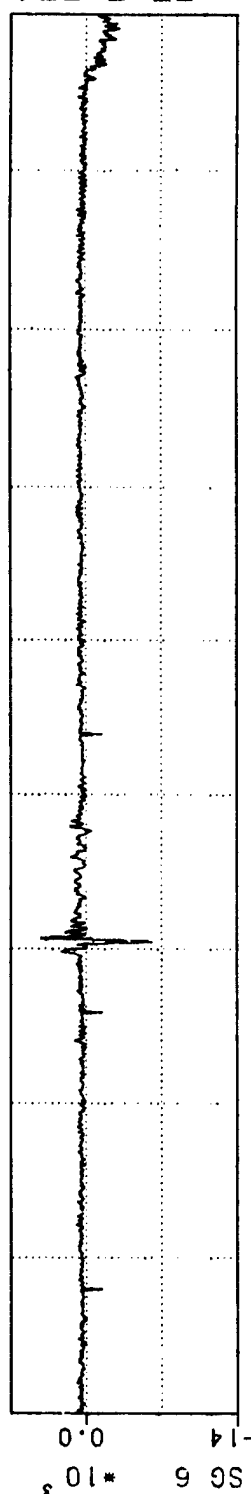
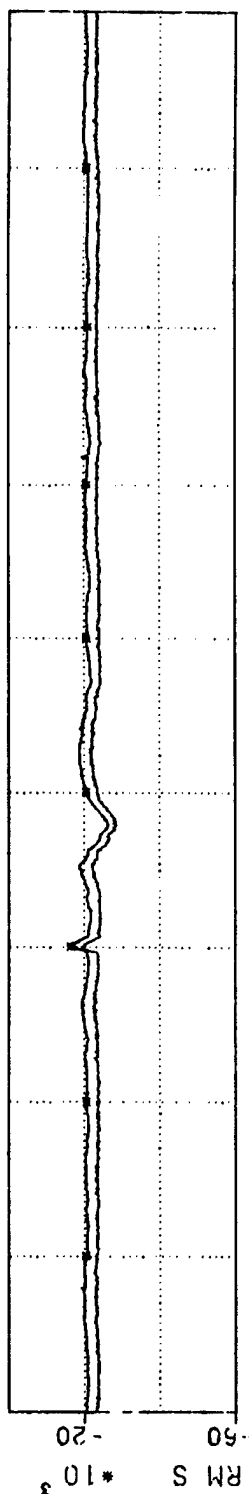
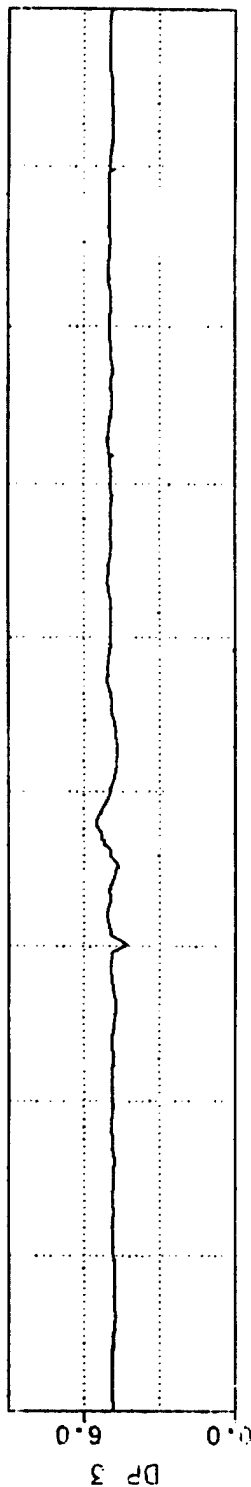
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 2 PAGE NO. 3

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

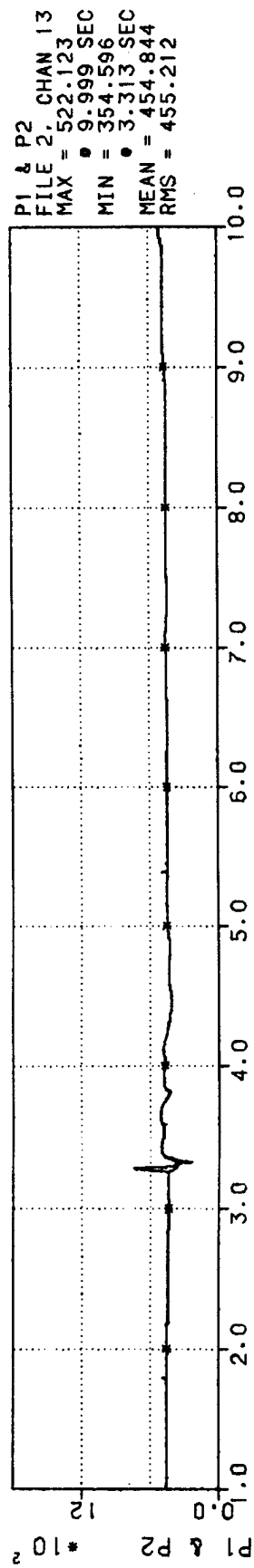
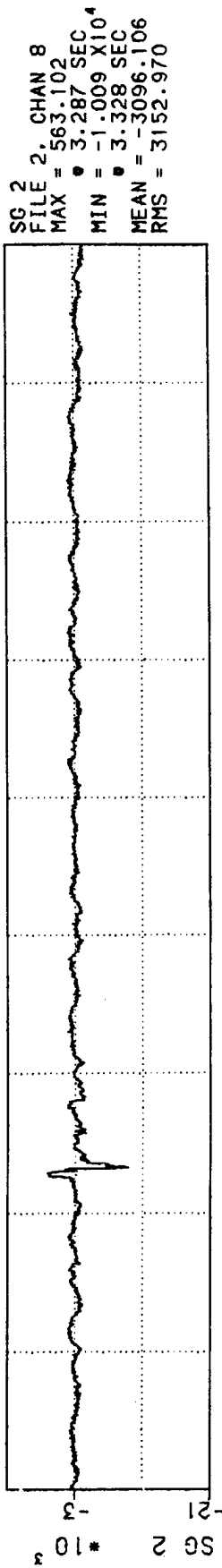
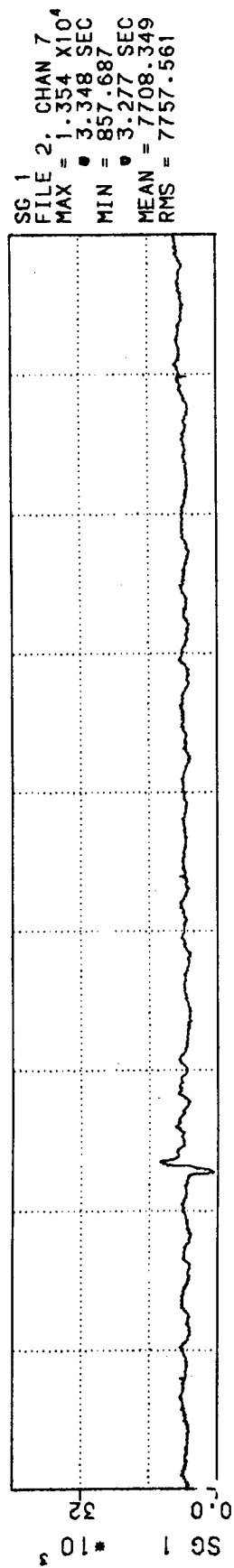
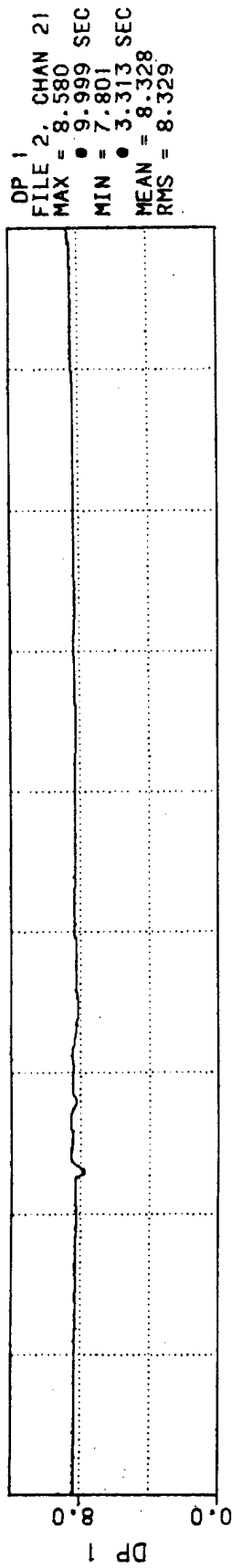
10 KNOTS : SPALL : LIGHT WEIGHT



TIME - SECONDS
RUN NO. 2
PAGE NO. 4
DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

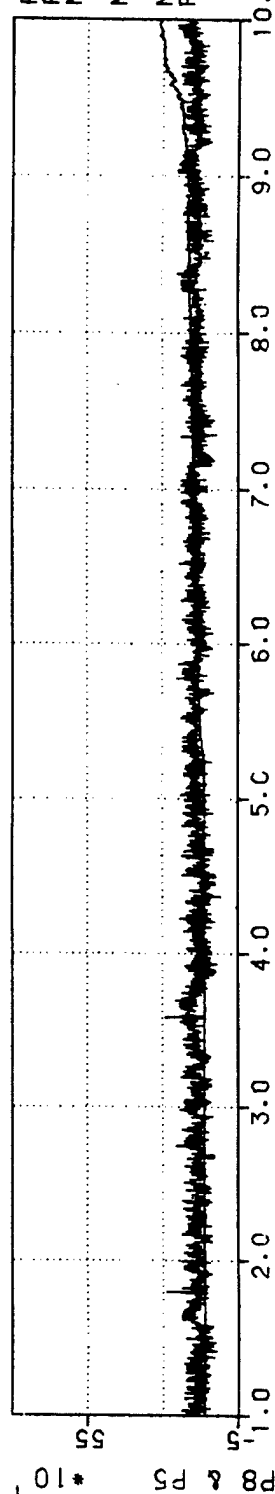
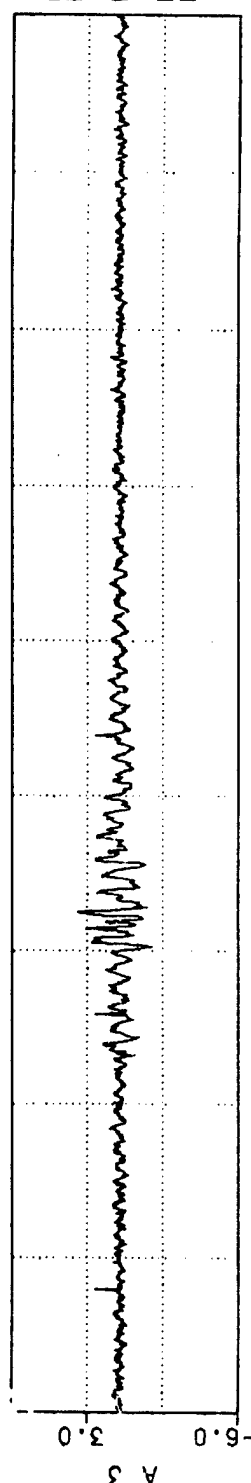
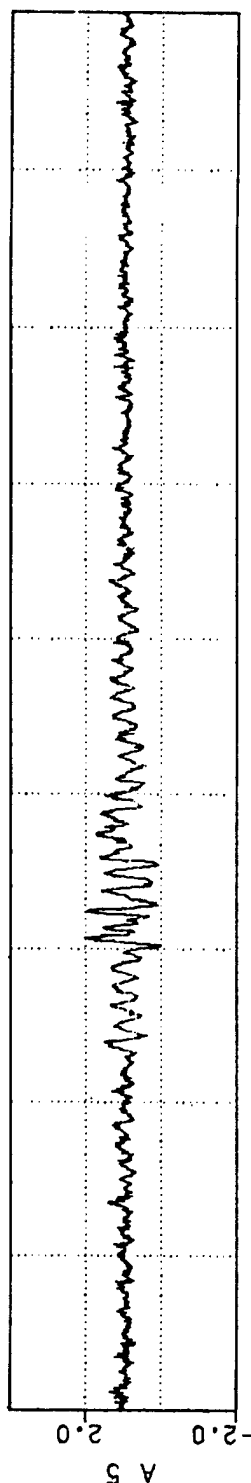
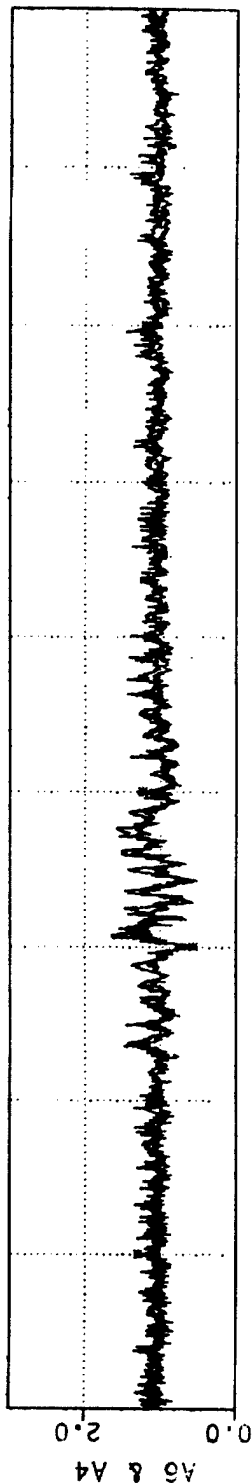
10 KNOTS : SPALL : LIGHT WEIGHT



TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 2 PAGE NO. 5

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

10 KNOTS : SPALL : LIGHT WEIGHT



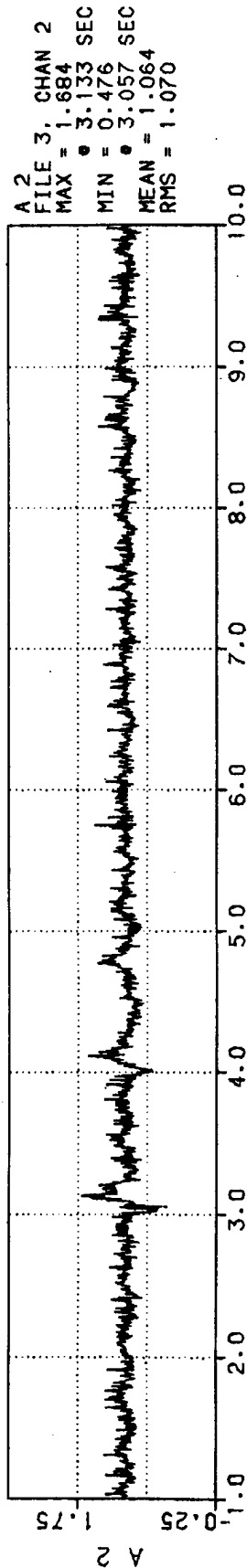
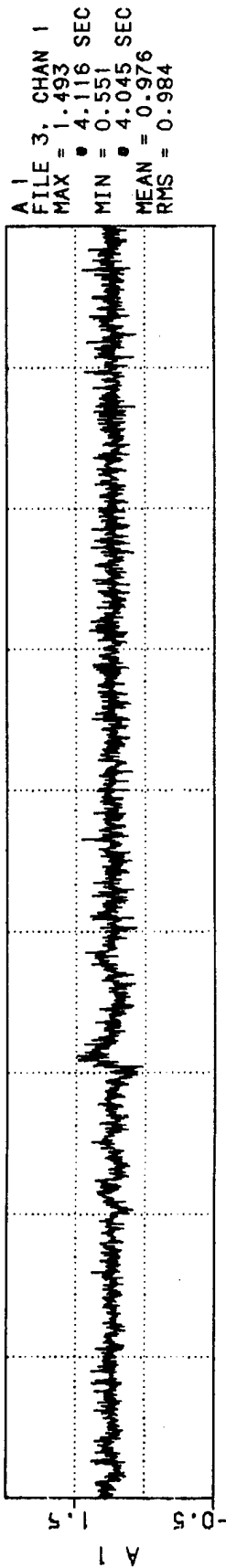
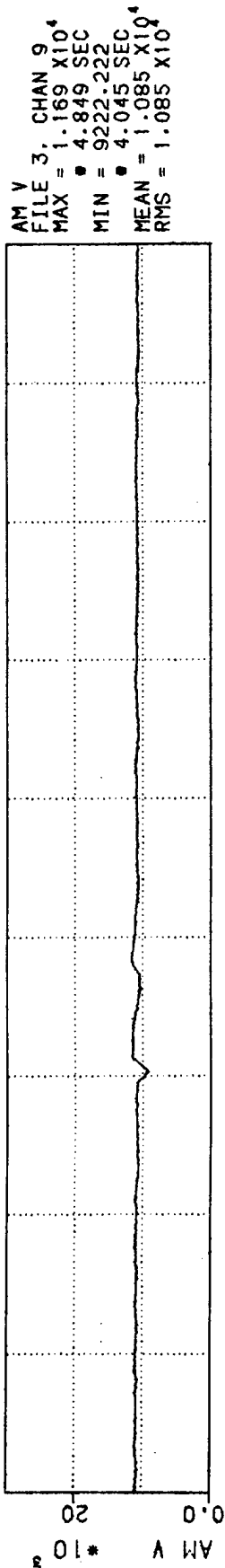
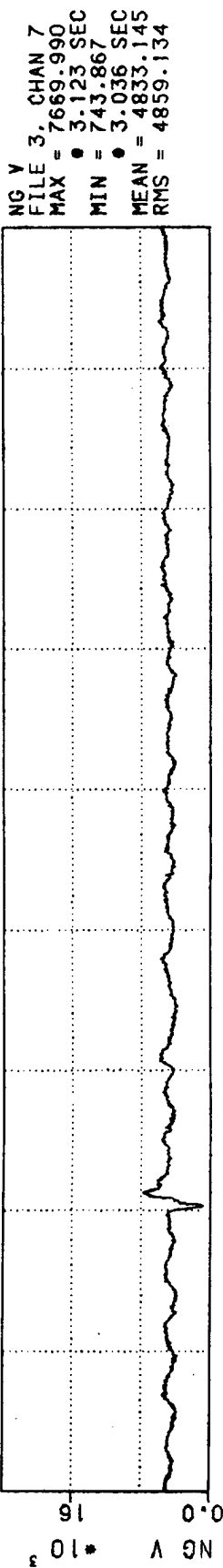
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 2 PAGE NO. 6

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

10 KNOTS : SPALL : LIGHT WEIGHT



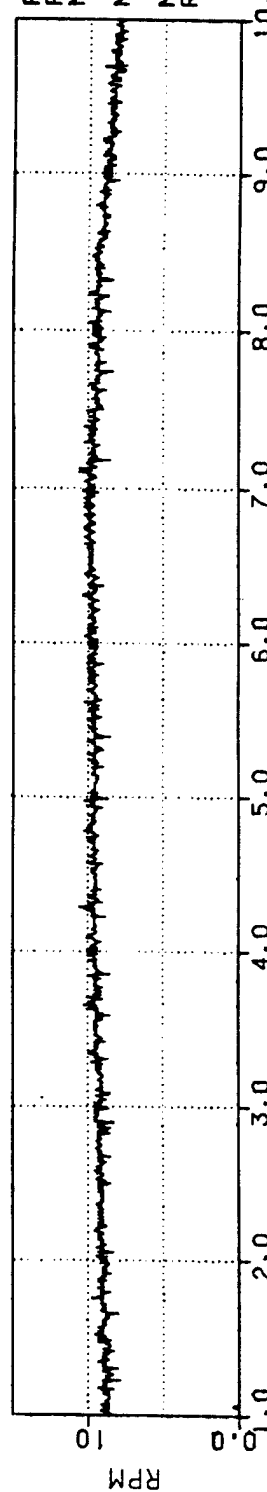
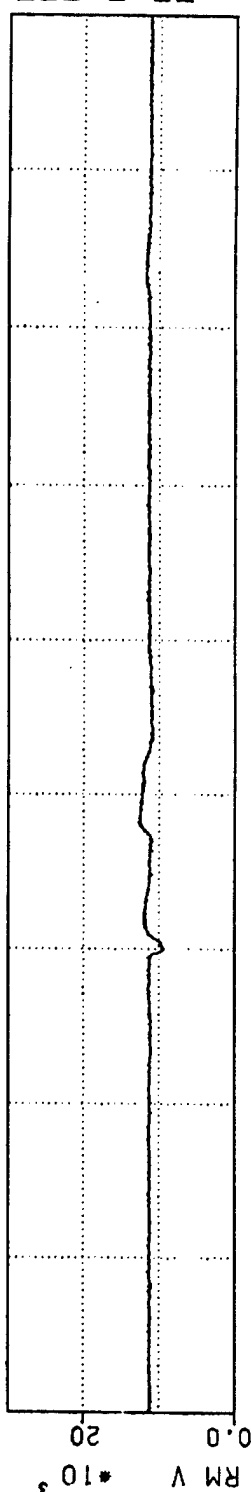
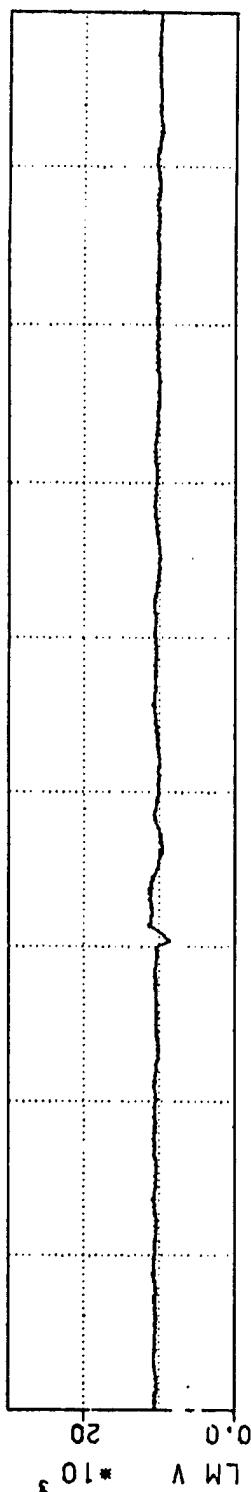
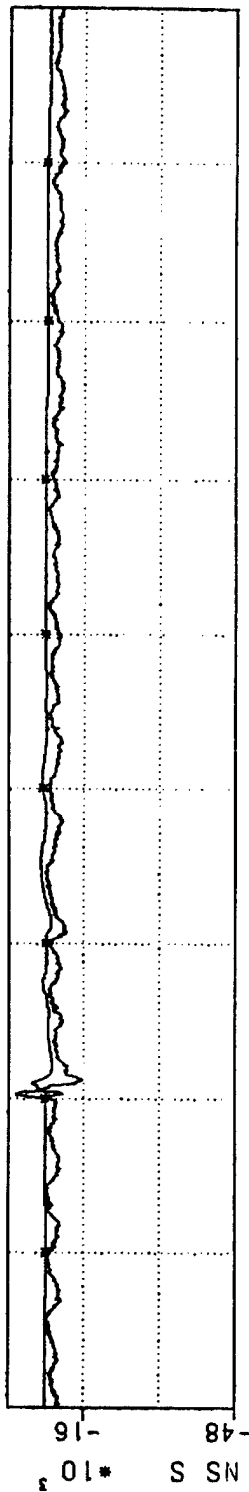
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 3 PAGE NO. 1

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

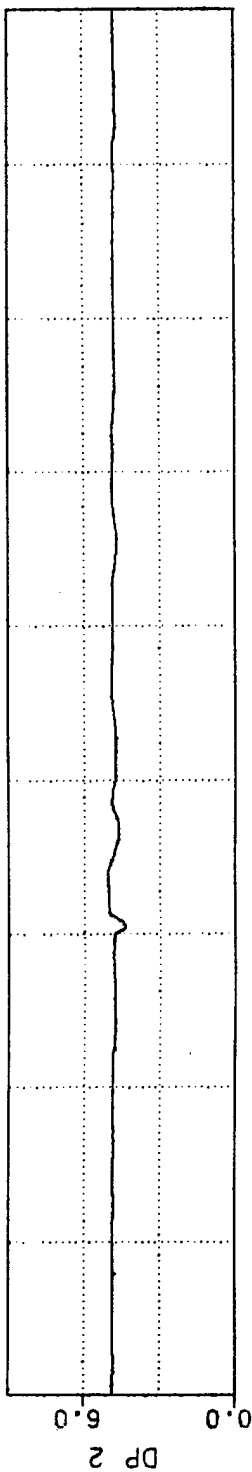
10 KNOTS : SPALL : LIGHT WEIGHT



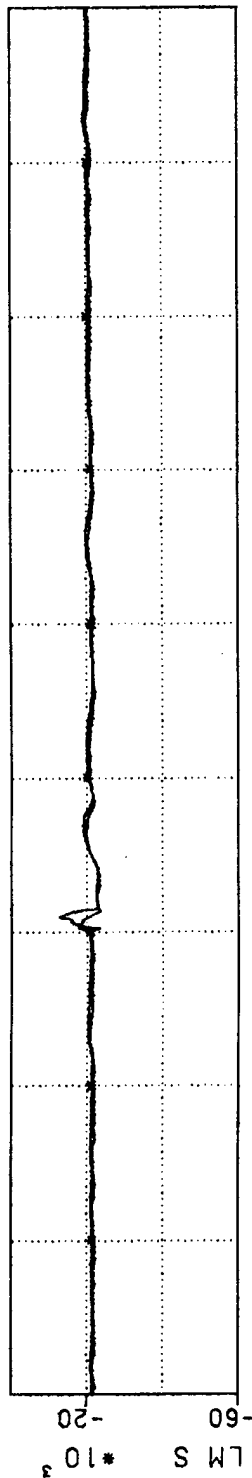
TIME - SECONDS
RUN NO. 3
PAGE NO. 2
DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

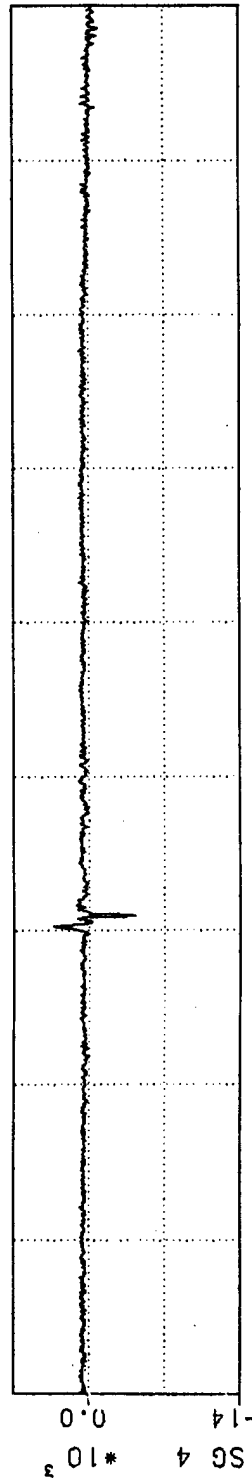
10 KNOTS : SPALL : LIGHT WEIGHT



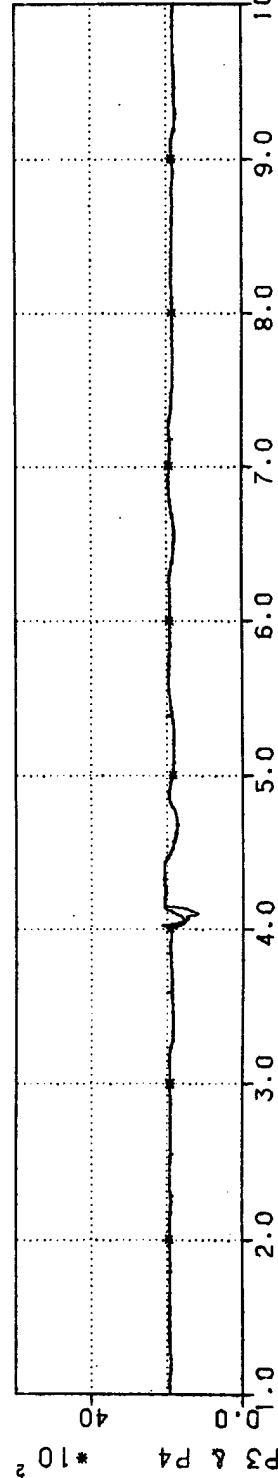
DP 2
FILE 3, CHAN 22
MAX = 5.060
MIN = 4.367 SEC
MEAN = 4.365
RMS = 4.050 SEC
RMS = 4.823
RMS = 4.824



LM S
FILE 3, CHAN 9
MAX = -1.760 X10⁴
MIN = -2.351 X10⁴
MEAN = -2.133 X10⁴
RMS = 2.134 X10⁴



SG 4
FILE 3, CHAN 10
MAX = 3340.736
MIN = -4308.957
MEAN = 4.096 SEC
RMS = 432.685
RMS = 551.628



P3 & P4
FILE 3, CHAN 15
MAX = 2089.786
MIN = 1510.891
MEAN = 4.050 SEC
RMS = 1879.818
RMS = 1881.003

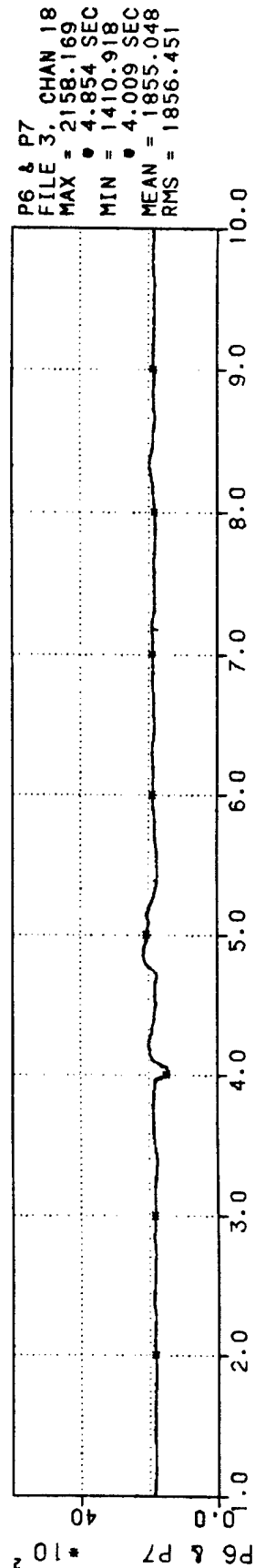
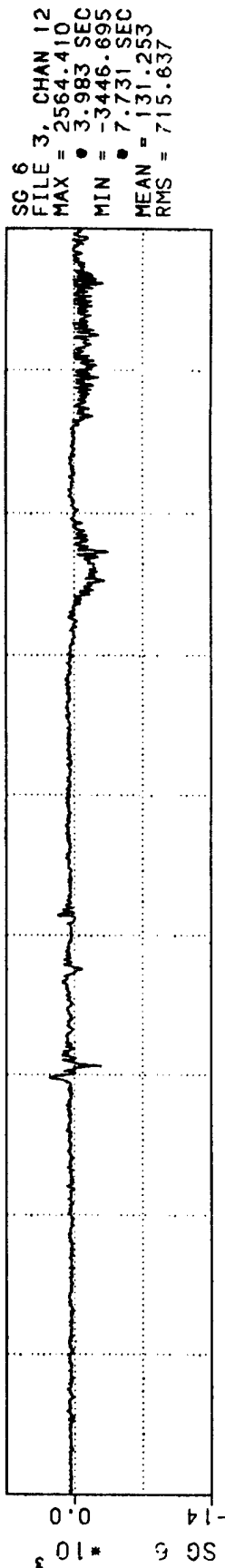
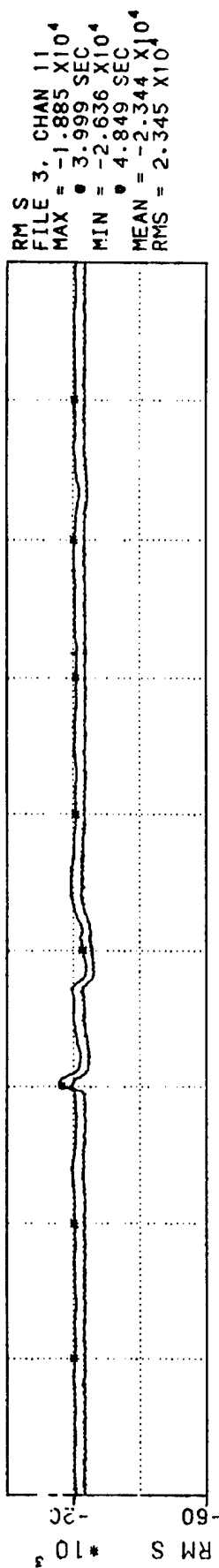
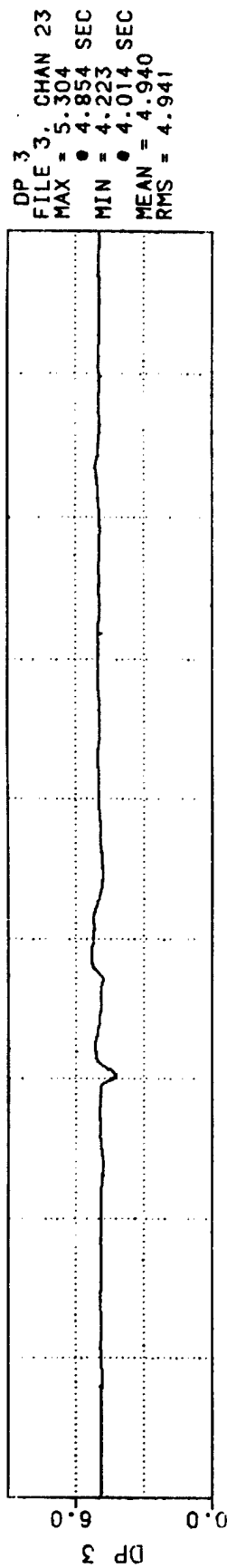
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 3 PAGE NO. 3

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

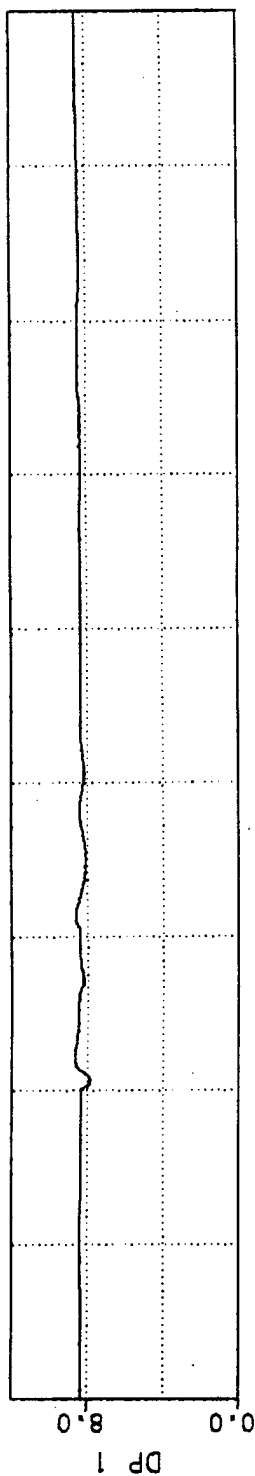
10 KNOTS : SPALL : LIGHT WEIGHT



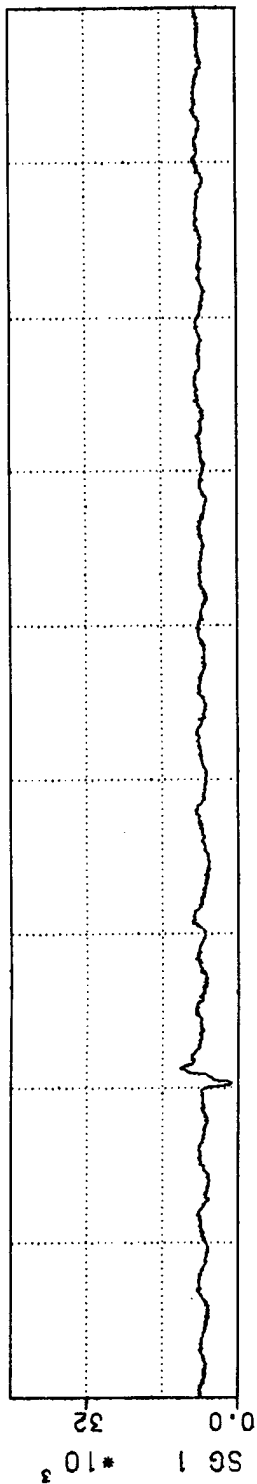
TIME - SECONDS
 RUN NO. 3
 PAGE NO. 4
 DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB 10 KNOTS : SPALL : LIGHT WEIGHT

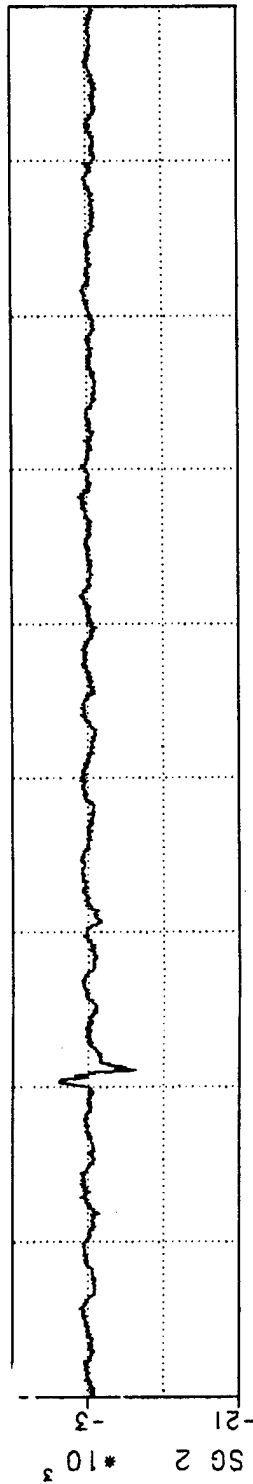
DP 1
FILE 3, CHAN 21
MAX = 8.637
MIN = 7.842
MEAN = 8.363
RMS = 8.364



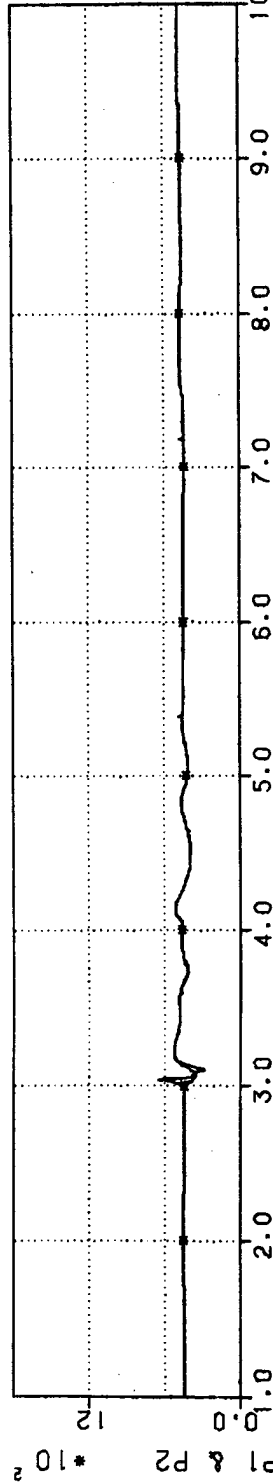
SG 1
FILE 3, CHAN 7
MAX = 1.216 X10⁴
MIN = 3.128 SEC
MEAN = 1134.250
RMS = 7684.858
RMS = 7729.534



SG 2
FILE 3, CHAN 8
MAX = 527.828
MIN = 3.036 SEC
MEAN = -8784.125
RMS = 3.108 SEC
RMS = -3197.183
RMS = 3250.611



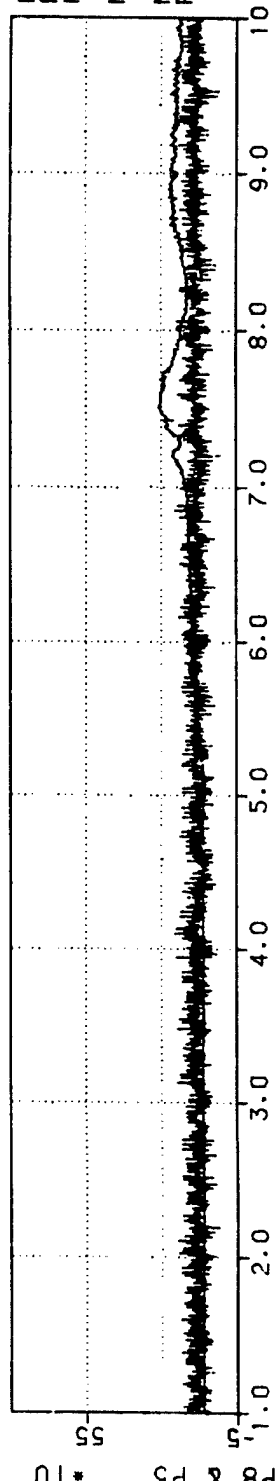
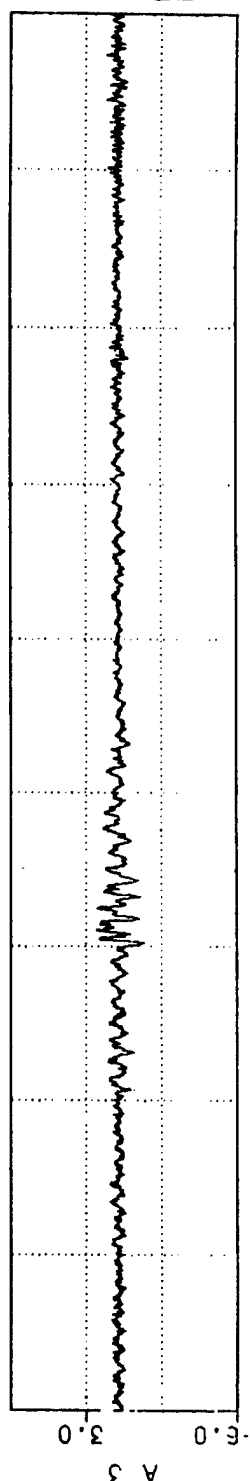
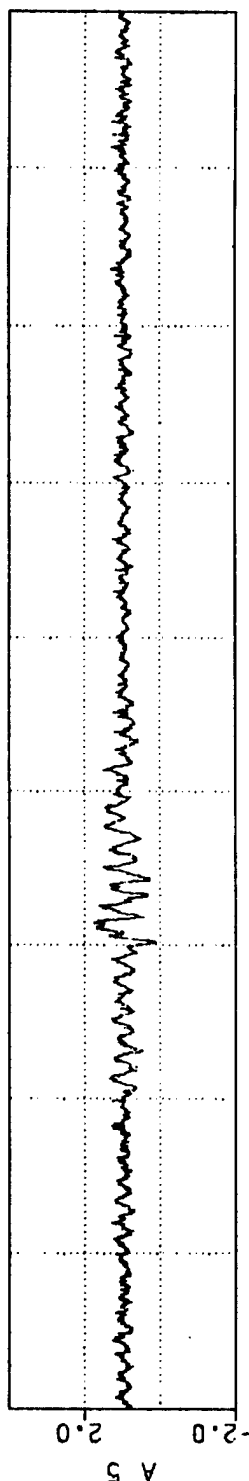
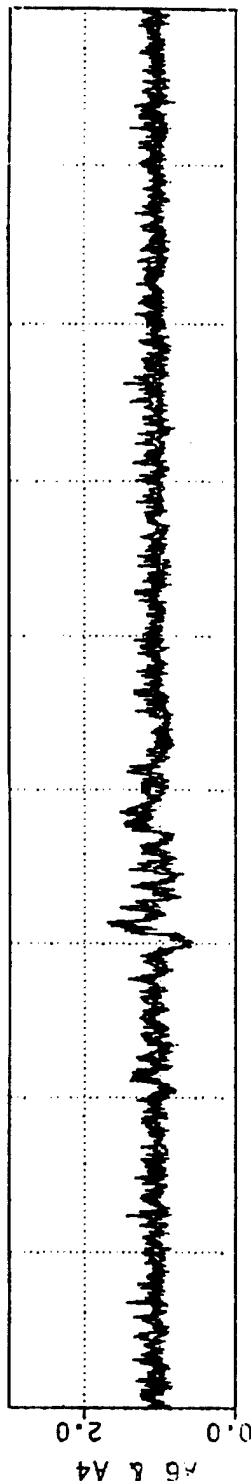
P1 & P2
FILE 3, CHAN 13
MAX = 523.345
MIN = 3.185 SEC
MEAN = 357.042
RMS = 3.067 SEC
RMS = 455.779
RMS = 456.318



TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 3 PAGE NO. 5

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

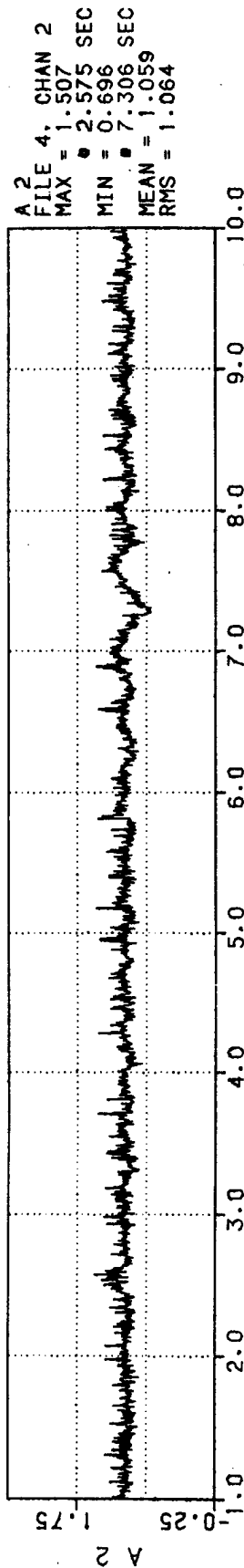
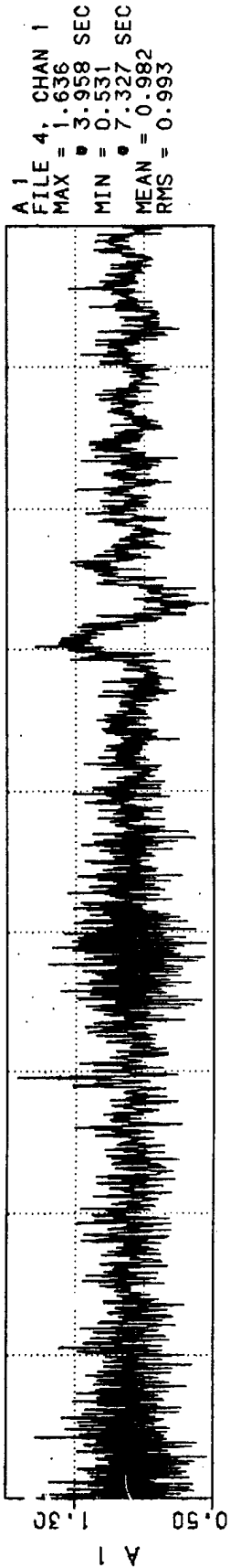
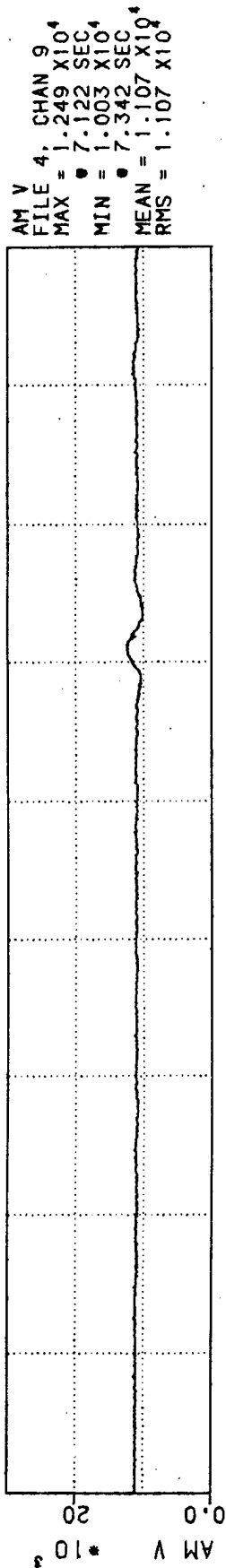
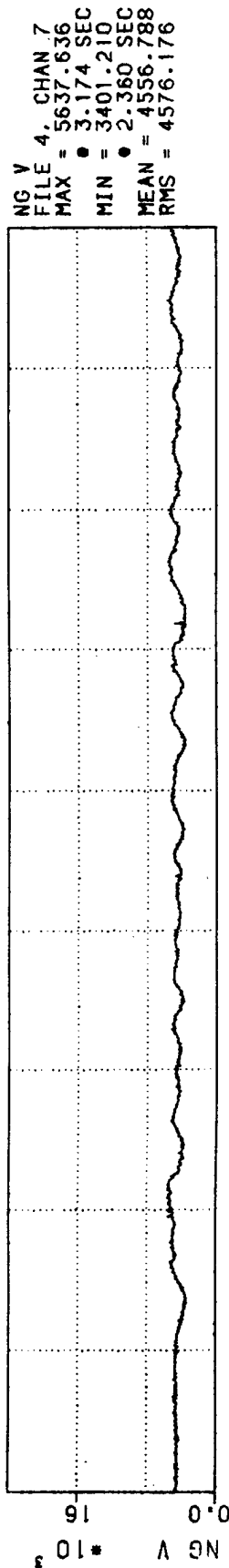
10 KNOTS : SPALL : LIGHT WEIGHT



TIME - SECONDS
RUN NO. 3
PAGE NO. 6
DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

7 KNOTS : SPALL : LIGHT WEIGHT

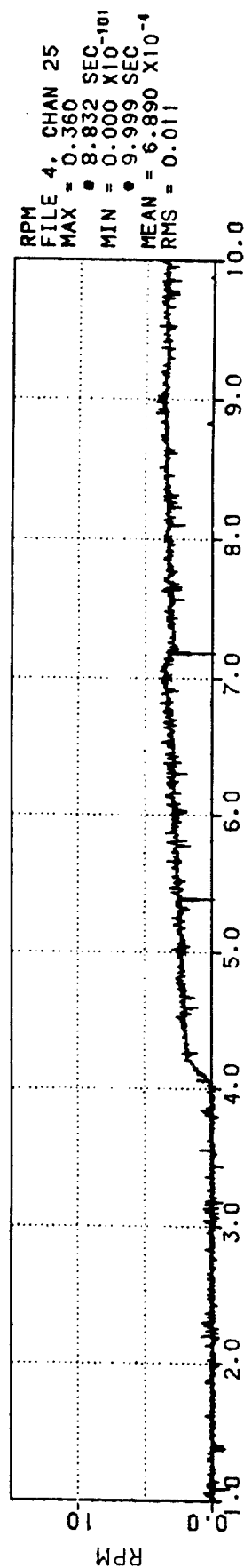
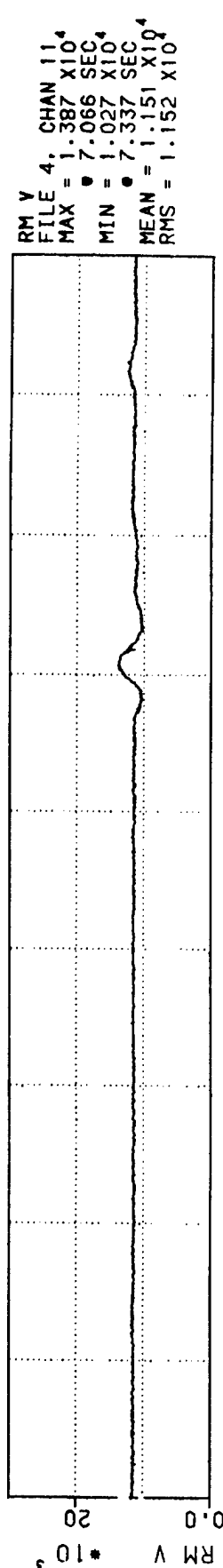
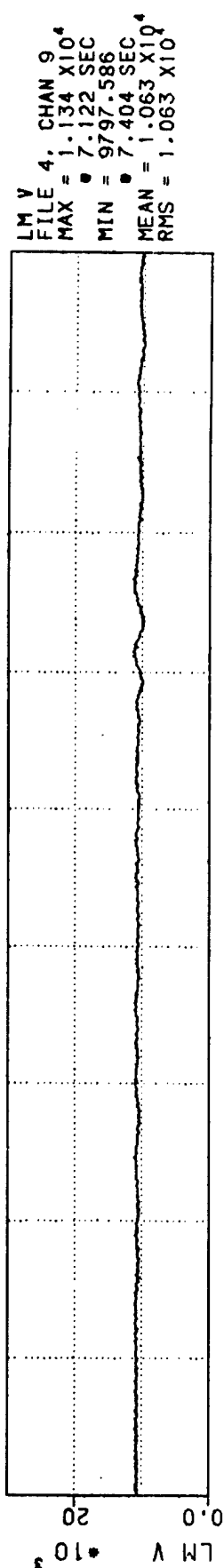
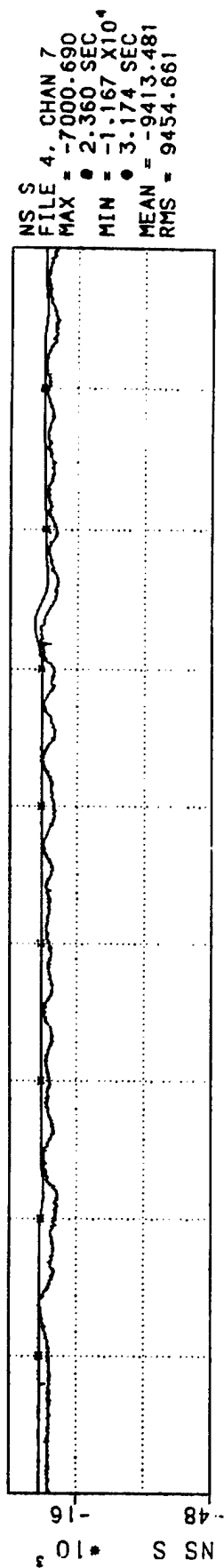


TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 4 PAGE NO. 1

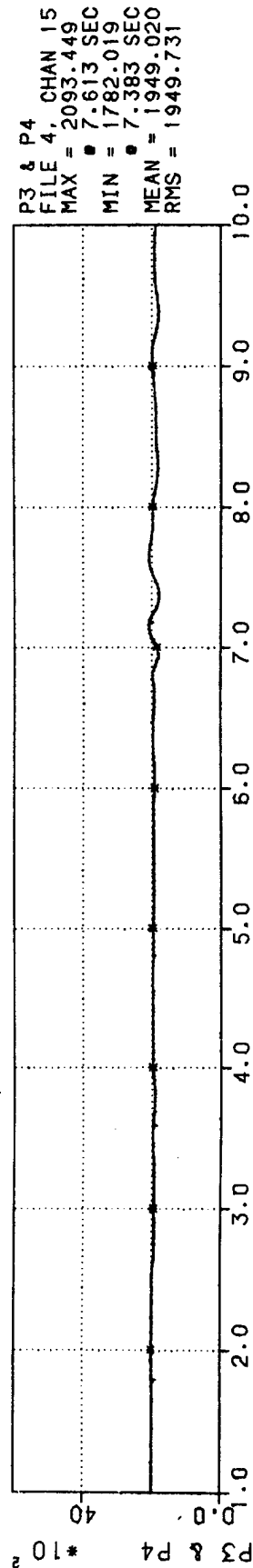
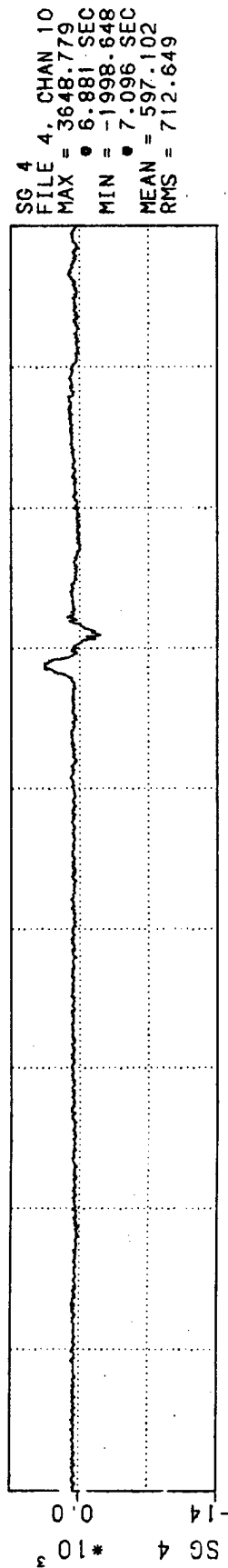
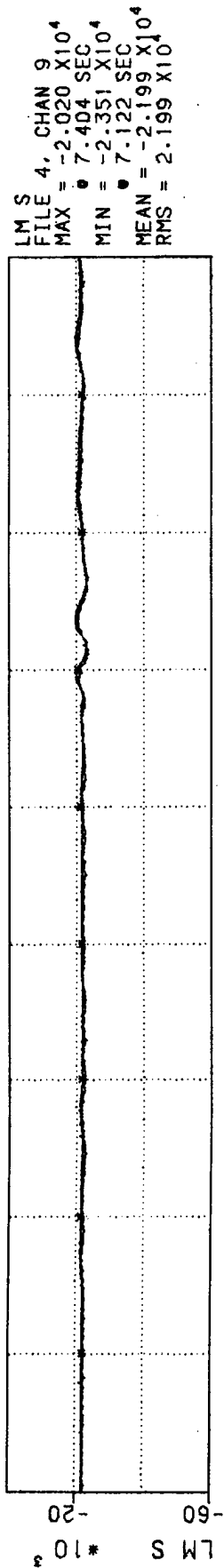
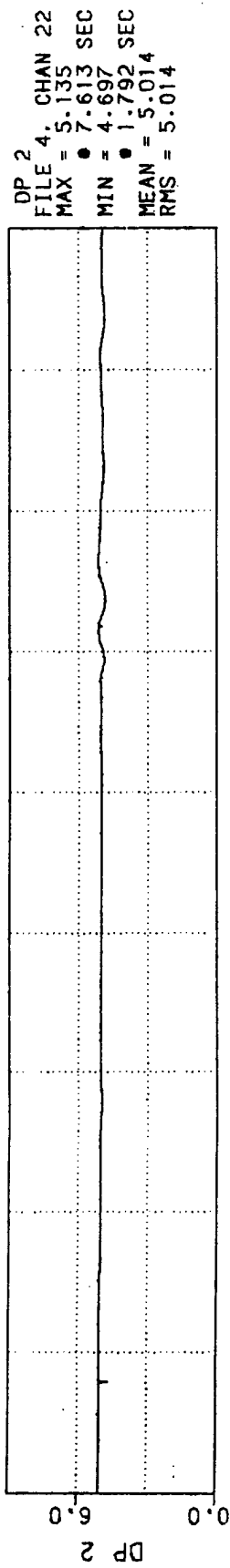
A-7D HAVE BOUNCE TEST: WHITEMAN AFB 4 KNOTS : SPALL : LIGHT WEIGHT



TIME - SECONDS
RUN NO. 4 PAGE NO. 2 DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

4 KNOTS : SPALL : LIGHT WEIGHT



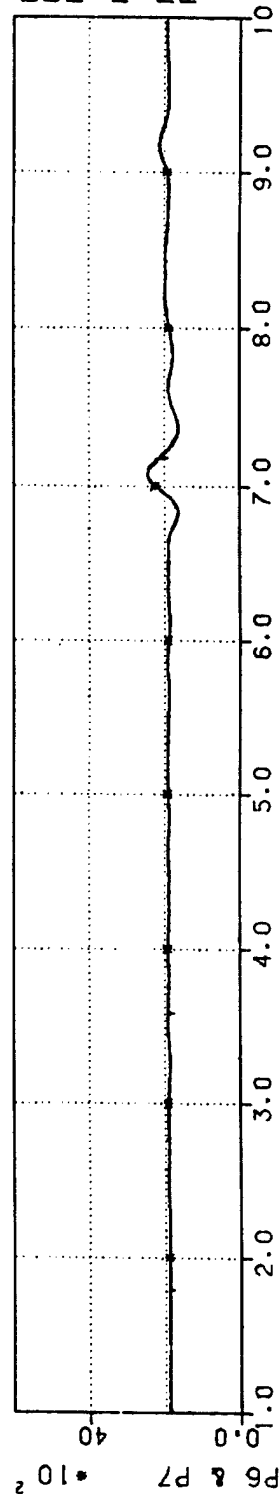
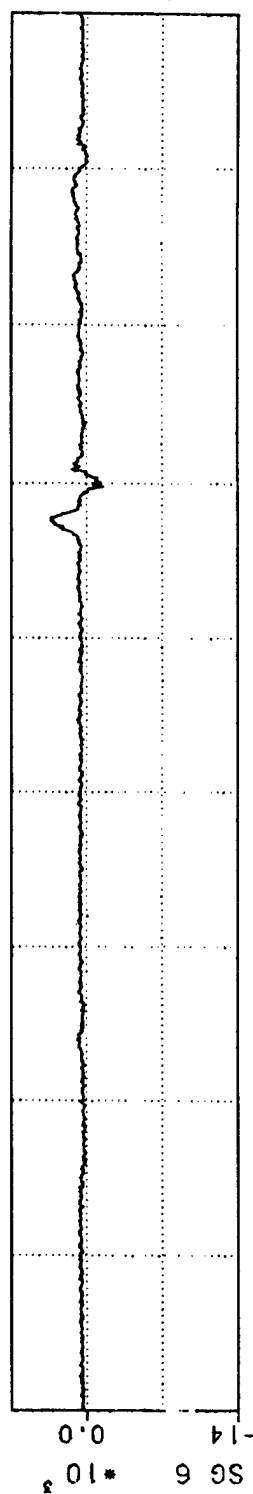
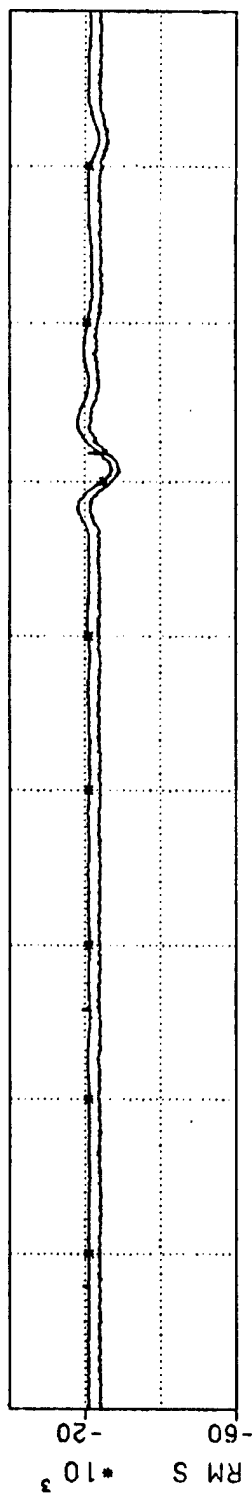
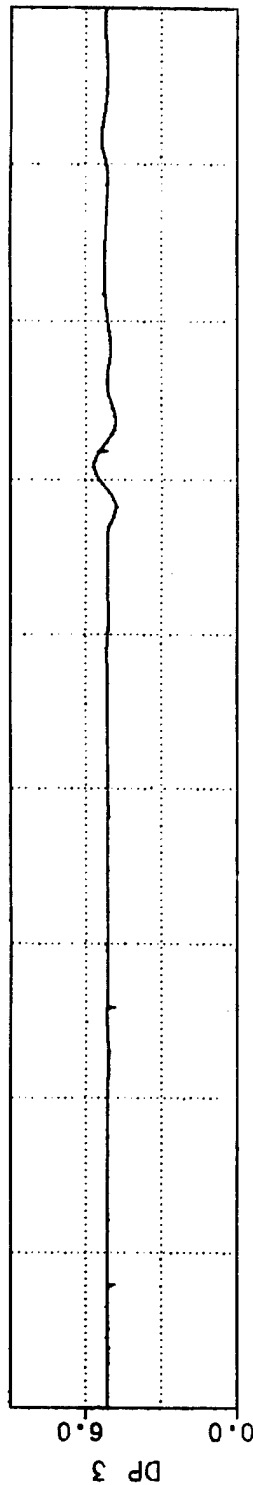
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 4 PAGE NO. 3

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

KNOTS : SPALL : LIGHT WEIGHT



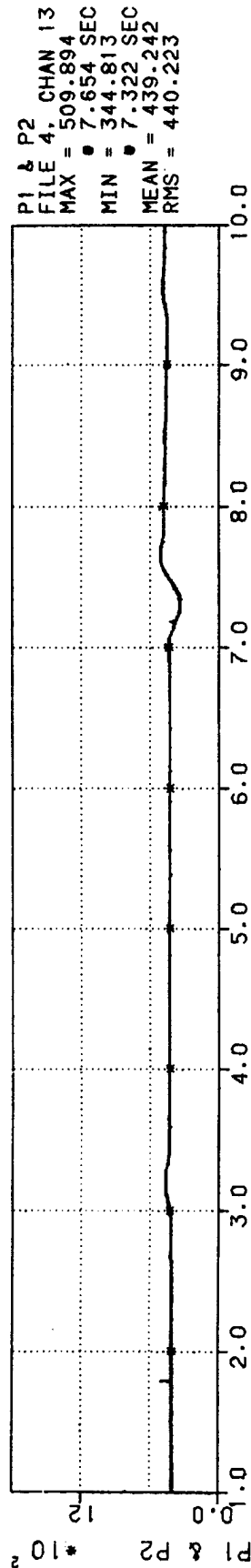
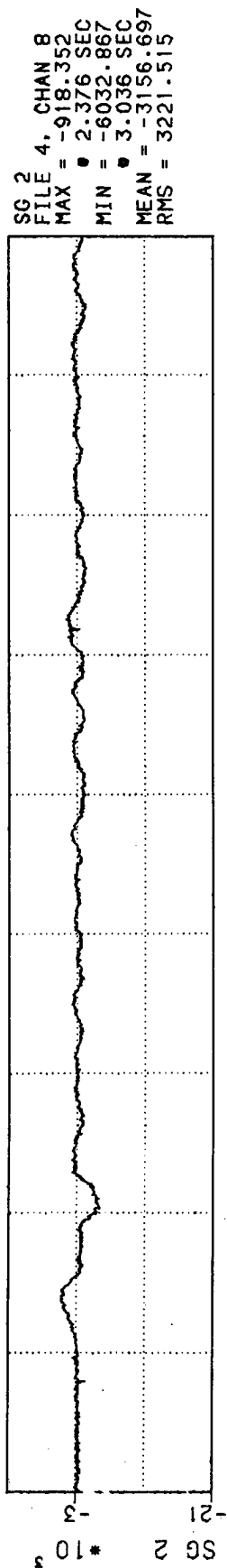
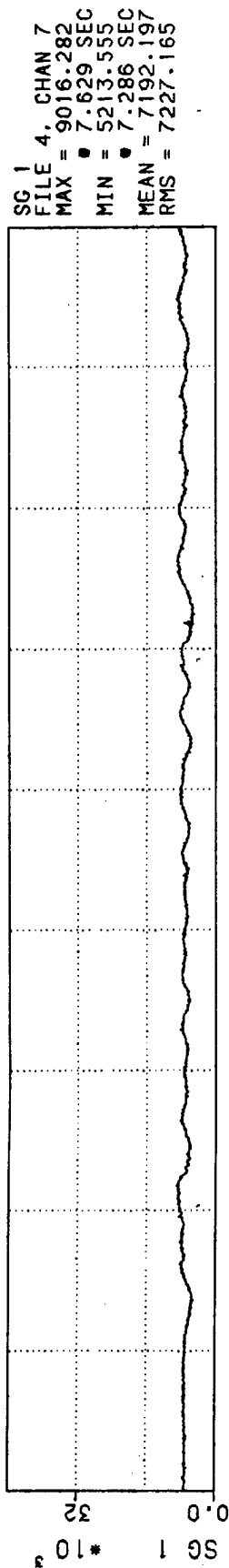
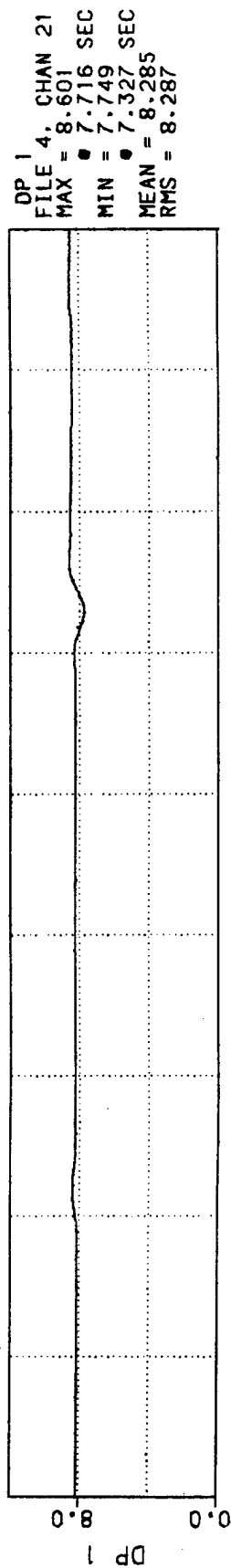
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 4 PAGE NO. 4

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

4 KNOTS : SPALL : LIGHT WEIGHT



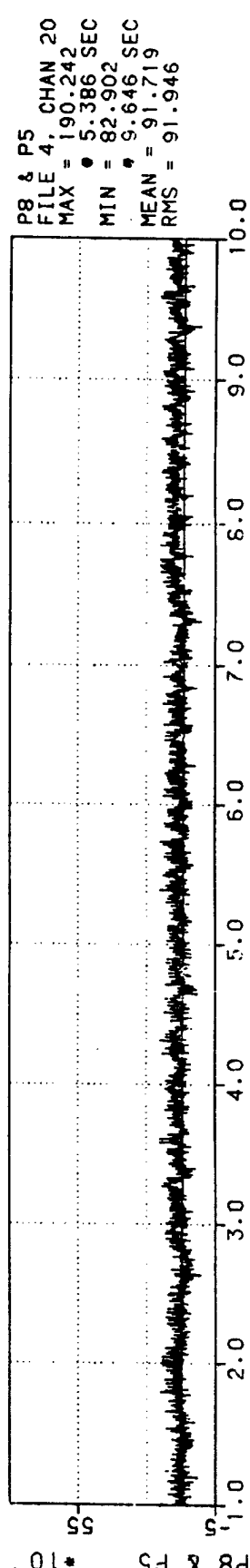
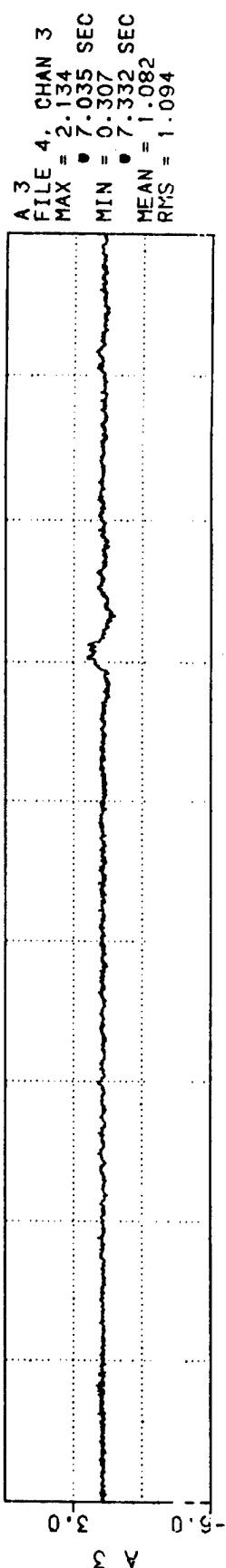
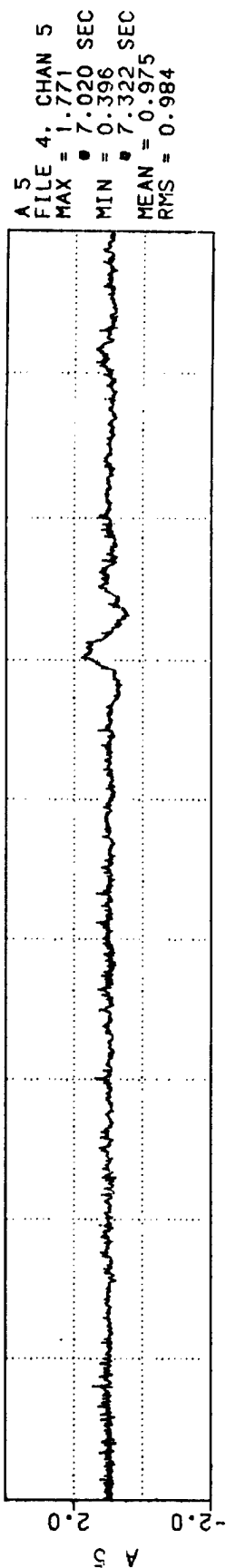
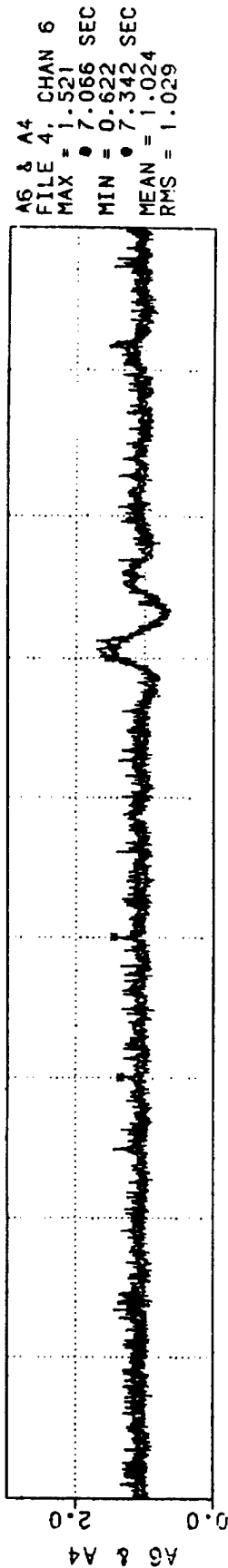
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 4 PAGE NO. 5

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

4 KNOTS : SPALL : LIGHT WEIGHT



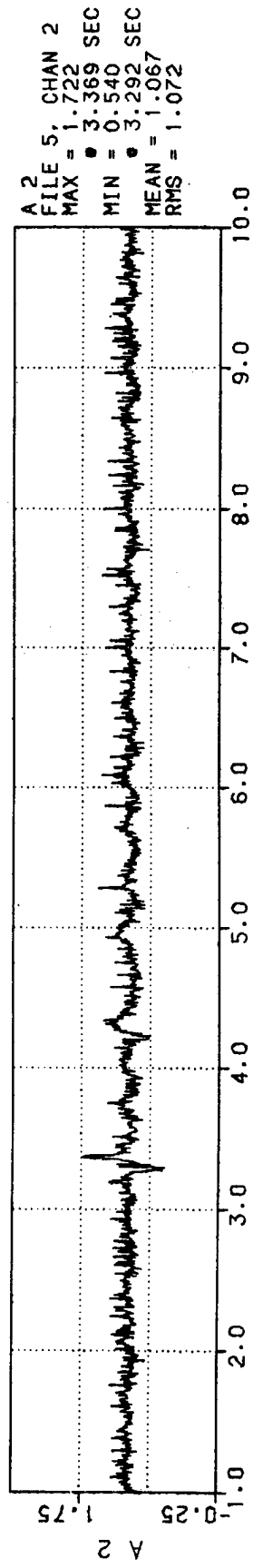
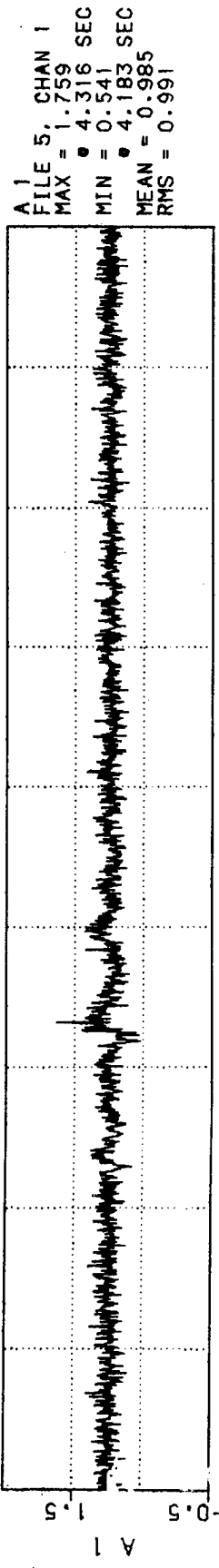
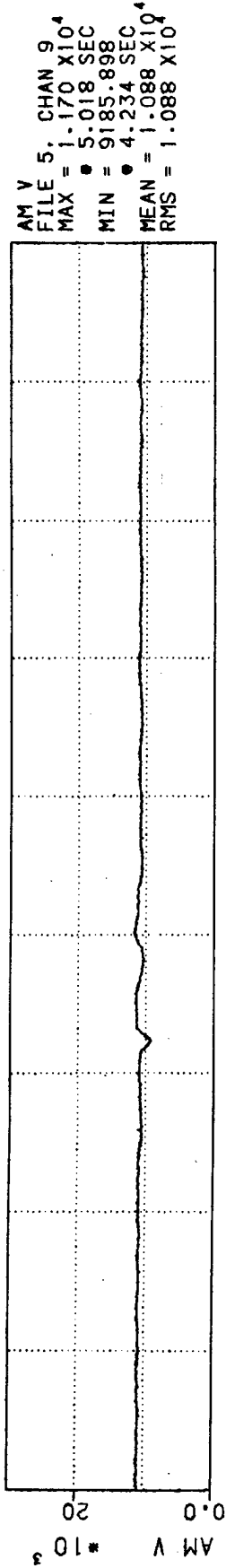
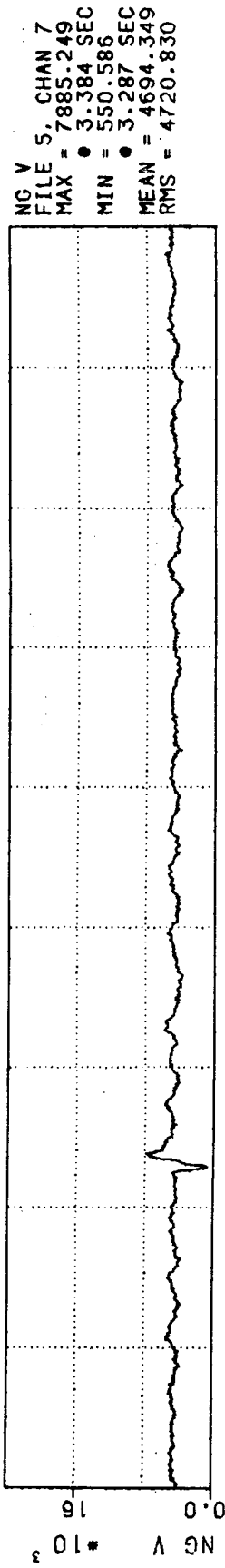
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 4 PAGE NO. 6

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

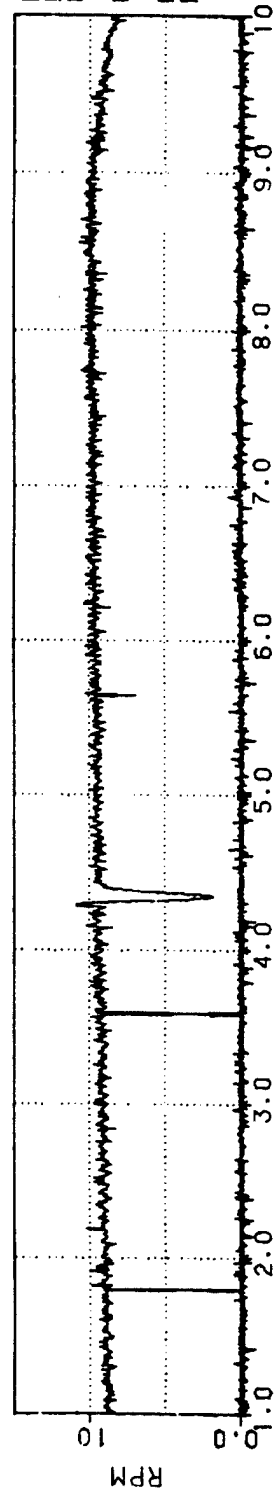
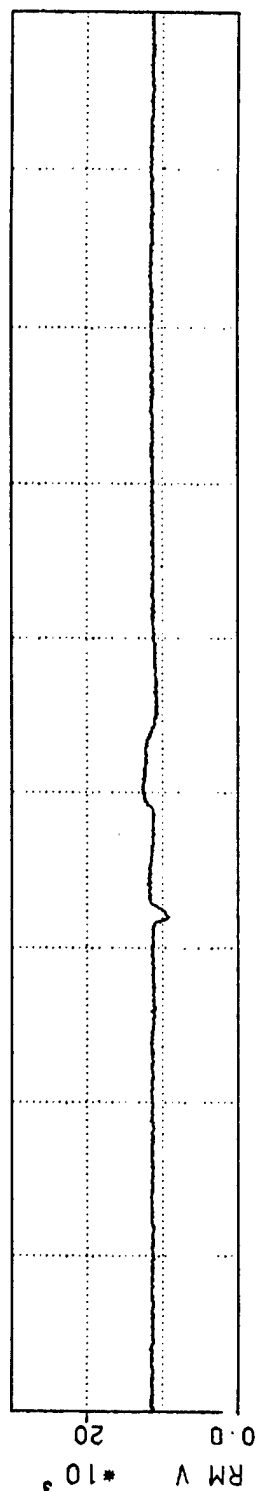
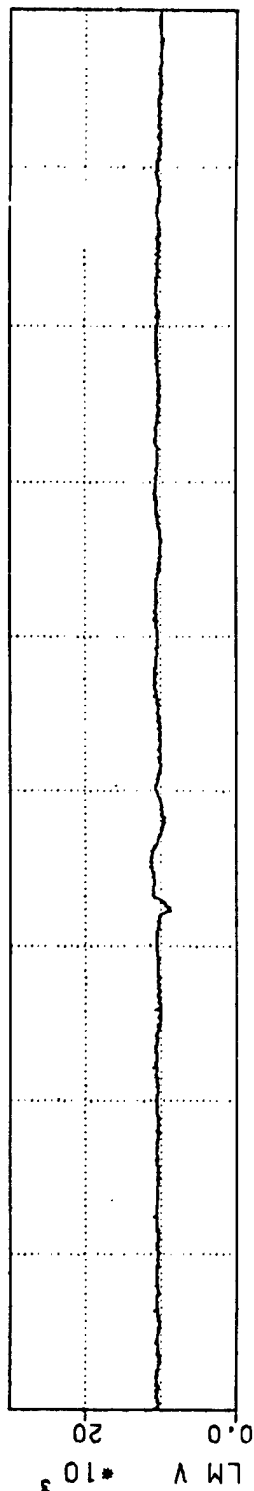
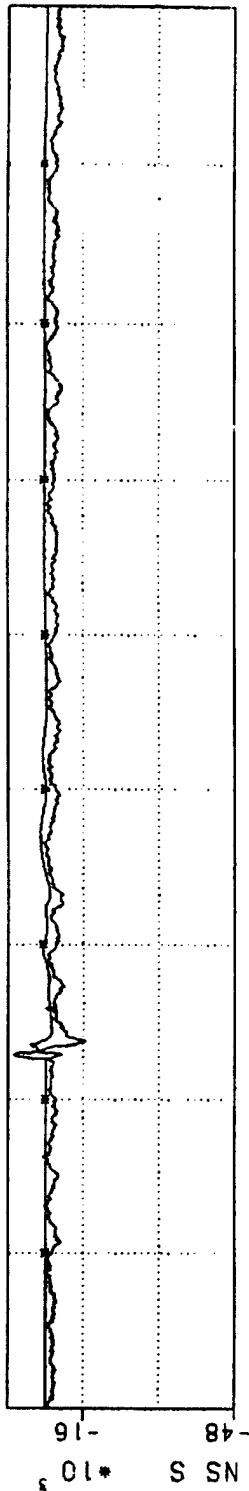
10 KNOTS : SPALL : LIGHT WEIGHT



TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 5 PAGE NO. 1

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

10 KNOTS : SPALL : LIGHT WEIGHT



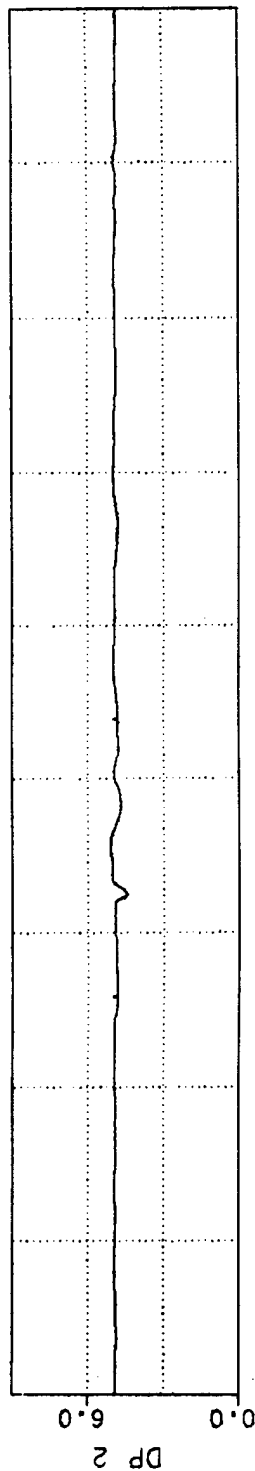
TIME - SECONDS

DELTA T (MSEC) = 5.120

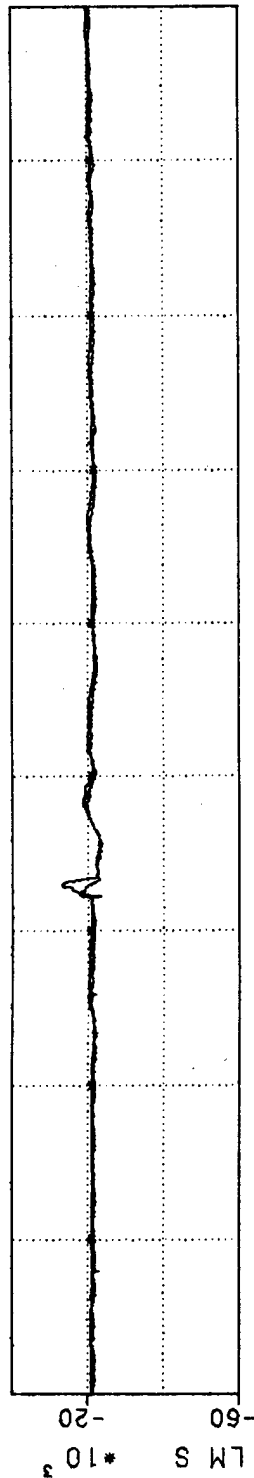
RUN NO. 5 PAGE NO. 2

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

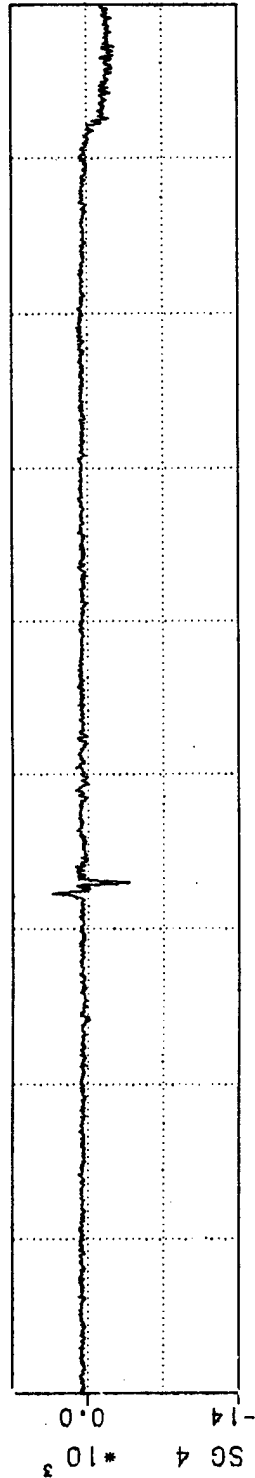
10 KNOTS : SPALL : LIGHT WEIGHT



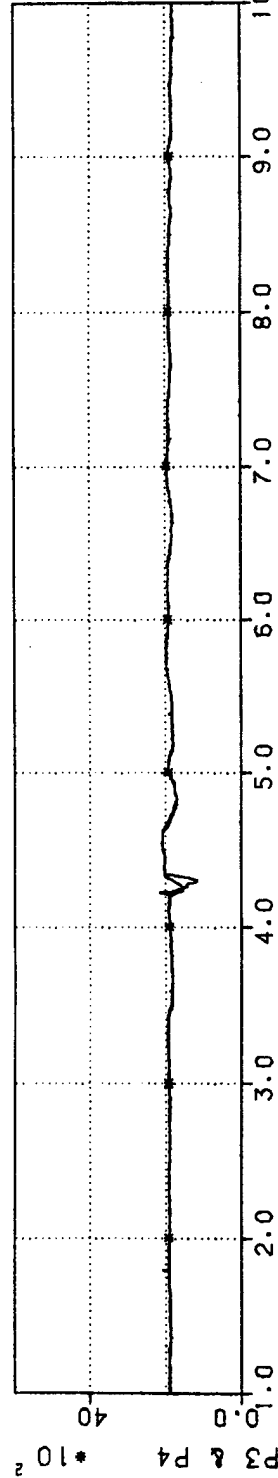
DP 2
FILE 5, CHAN 22
MAX = 5.100
MIN = 4.552 SEC
MEAN = 4.452
RMS = 4.250 SEC
RMS = 4.897



LM S
FILE 5, CHAN 9
MAX = -1.790 X10⁴
MIN = -2.345 X10⁴
MEAN = -2.145 X10⁴
RMS = 2.145 X10⁴



SG 4
FILE 5, CHAN 10
MAX = 3289.396
MIN = -3744.215
MEAN = 4.301 SEC
RMS = 308.291
RMS = 756.938



P3 & P4
FILE 5, CHAN 15
MAX = 2082.458
MIN = 1521.883
MEAN = 4.250 SEC
RMS = 1884.366
RMS = 1885.348

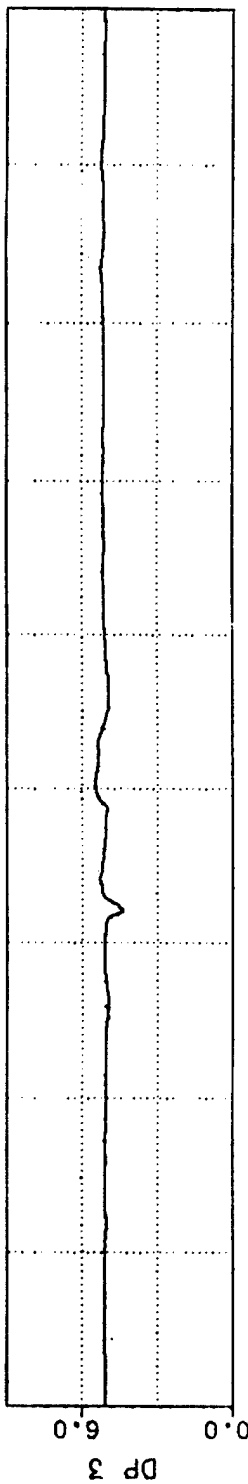
TIME - SECONDS

DELTA T (MSEC) = 5.120

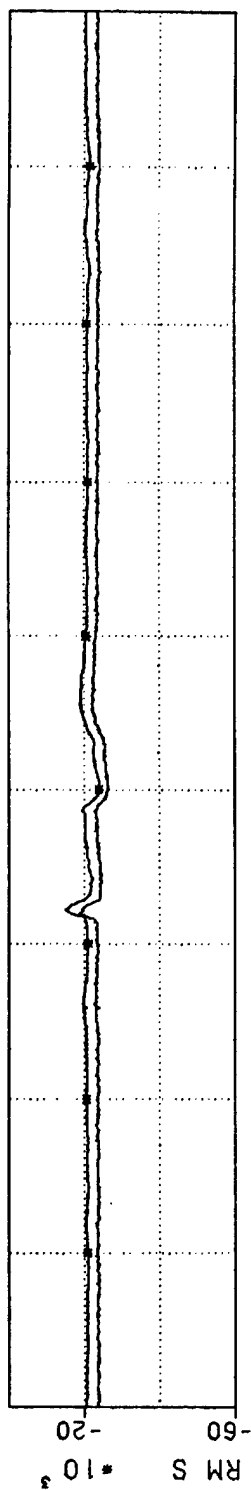
RUN NO. 5 PAGE NO. 3

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

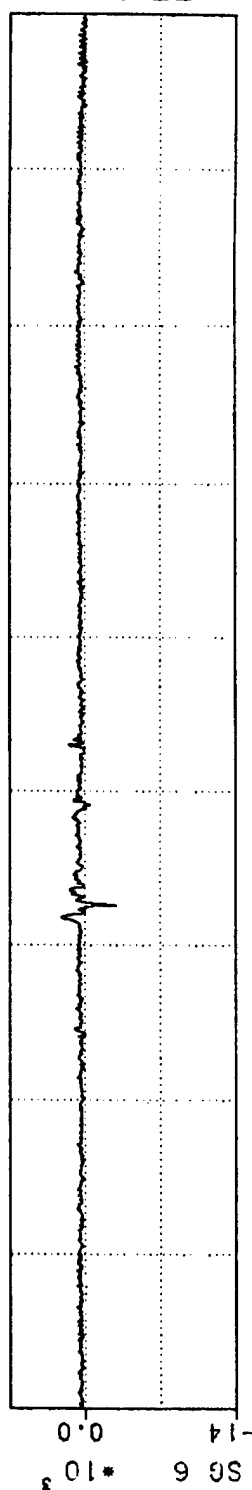
10 KNOTS : SPALL : LIGHT WEIGHT



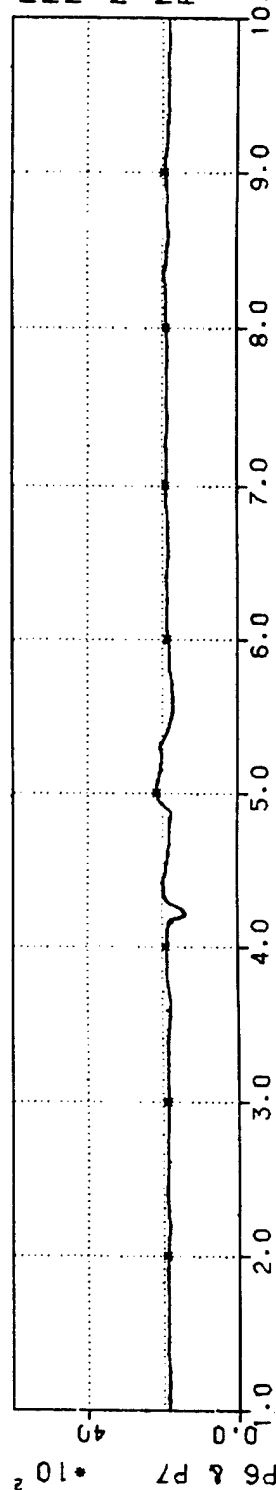
DP 3
FILE 5, CHAN 23
MAX = 5.468
MIN = 5.043 SEC
MEAN = 4.372
RMS = 4.209 SEC
RMS = 5.109
RMS = 5.110



RM S
FILE 5, CHAN 11
MAX = -1.870 X10⁴
MIN = 4.204 SEC
MEAN = -2.641 X10⁴
RMS = 5.018 SEC
RMS = -2.356 X10⁴
RMS = 2.357 X10⁴



SG 6
FILE 5, CHAN 12
MAX = 2237.441
MIN = 4.183 SEC
MEAN = -2993.977
RMS = 4.260 SEC
RMS = 440.634
RMS = 502.127



P6 & P7
FILE 5, CHAN 18
MAX = 2170.359
MIN = 4.997 SEC
MEAN = 1390.195
RMS = 4.214 SEC
RMS = 1870.015
RMS = 1871.483

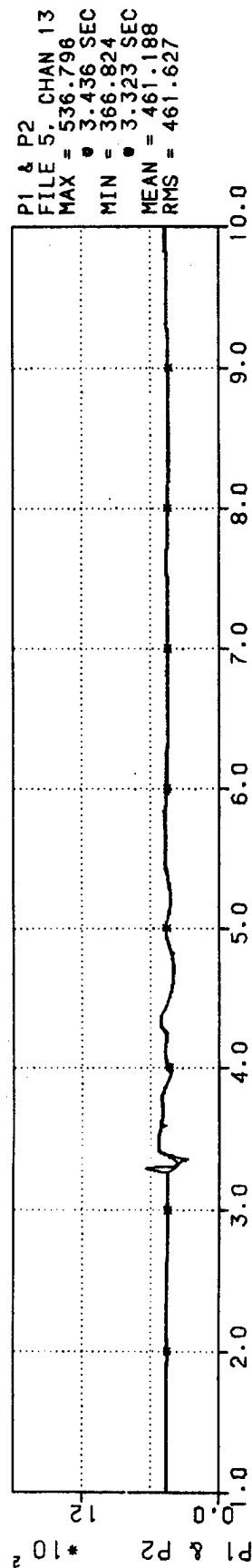
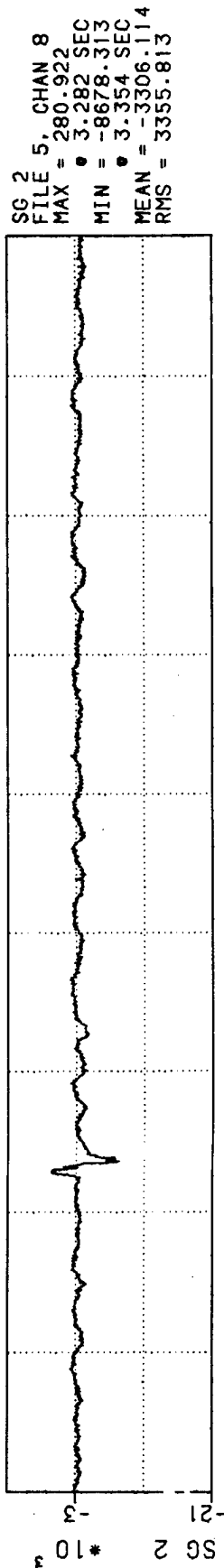
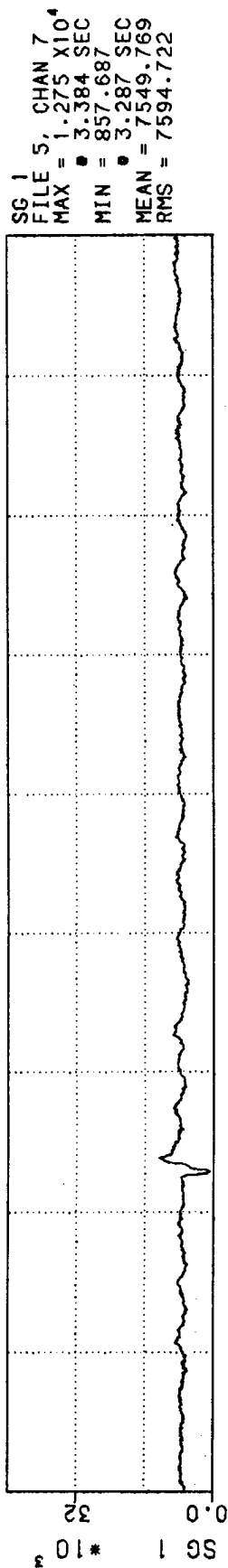
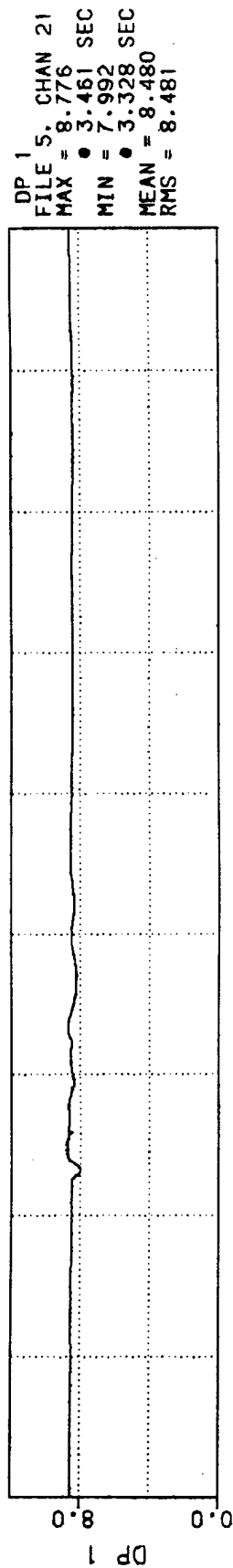
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 5 PAGE NO. 4

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

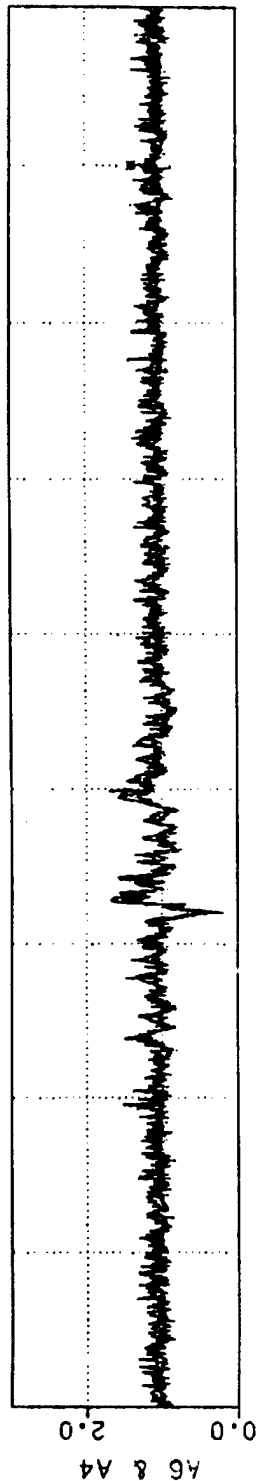
10 KNOTS : SPALL : LIGHT WEIGHT



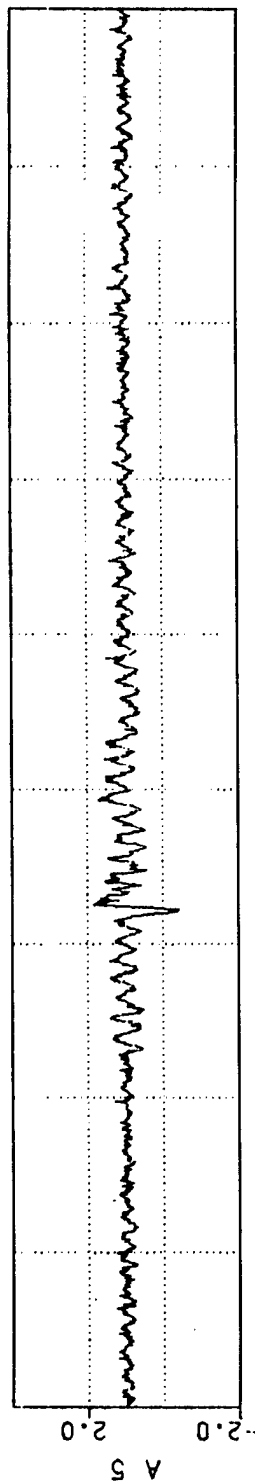
TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 5 PAGE NO. 5

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

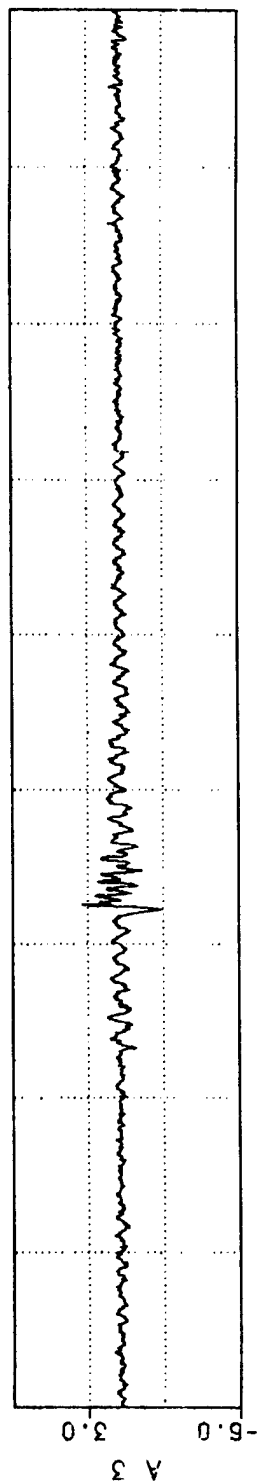
10 KNOTS : SPALL : LIGHT WEIGHT



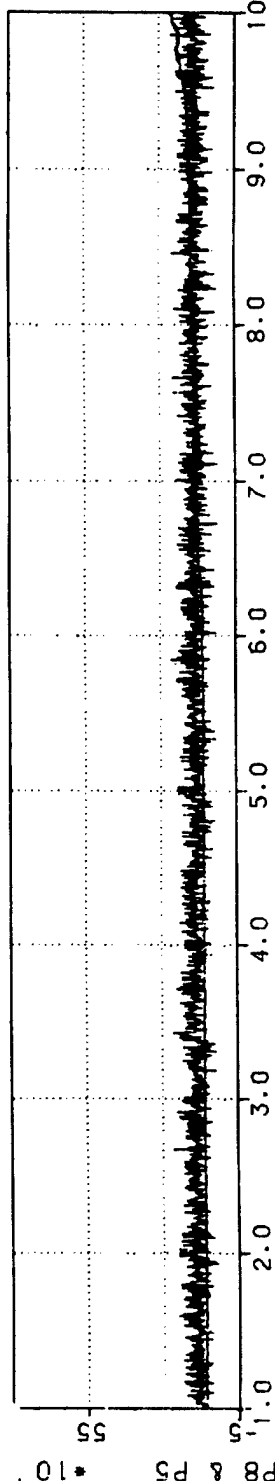
A6 & A4
FILE 5, CHAN 6
MAX = 1.521
MIN = 0.493
MEAN = 1.022
RMS = 1.027



A 5
FILE 5, CHAN 5
MAX = 1.823
MIN = -0.426
MEAN = 0.967
RMS = 0.985



A 3
FILE 5, CHAN 3
MAX = 3.325
MIN = -1.449
MEAN = 1.078
RMS = 1.119



P8 & P5
FILE 5, CHAN 20
MAX = 209.758
MIN = 70.704
MEAN = 98.794
RMS = 102.062

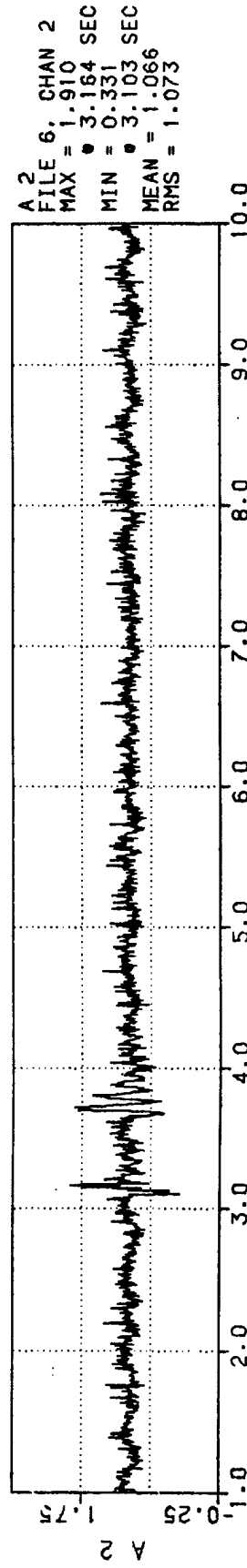
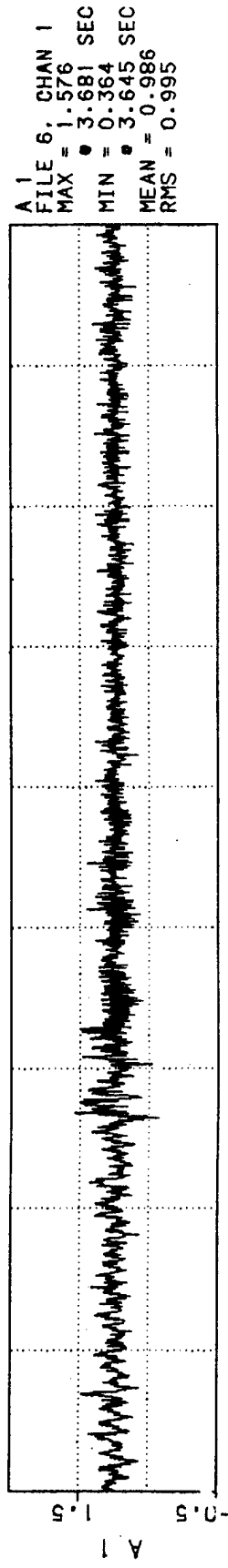
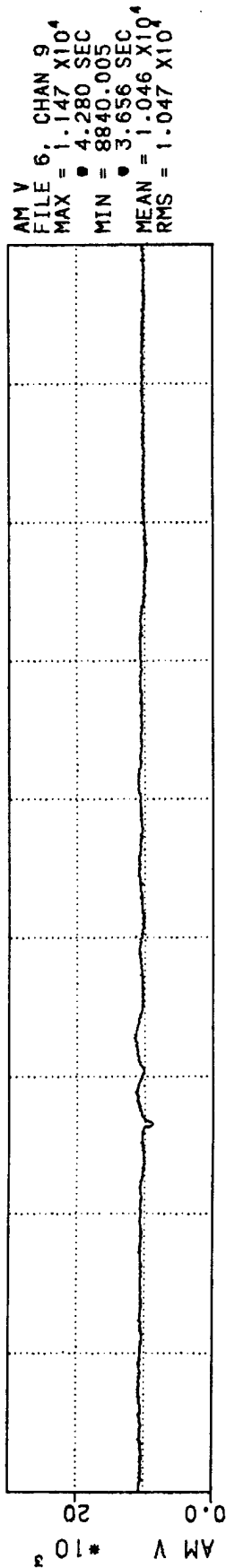
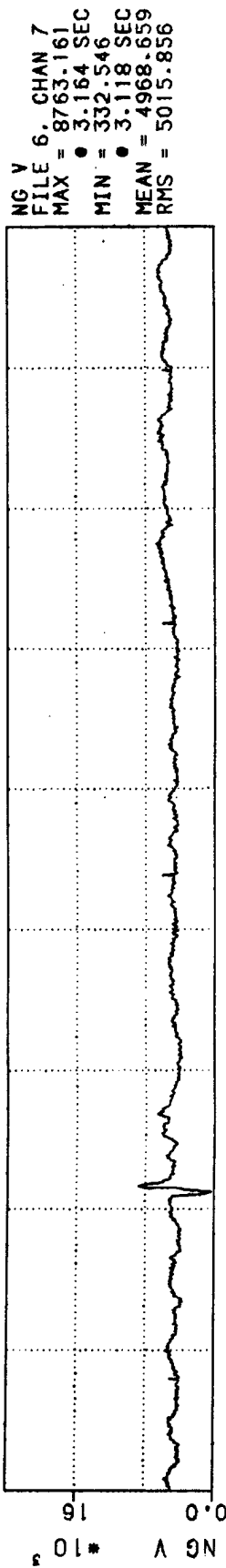
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 5 PAGE NO. 6

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

15 KNOTS : SPALL : LIGHT WEIGHT



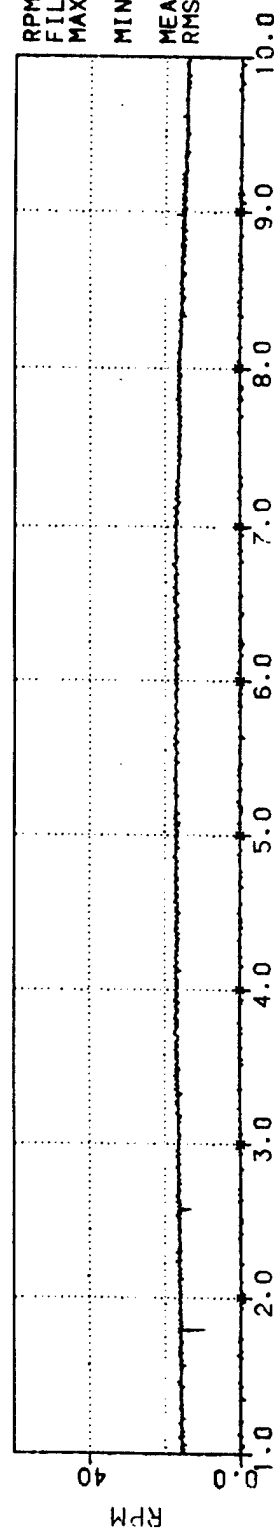
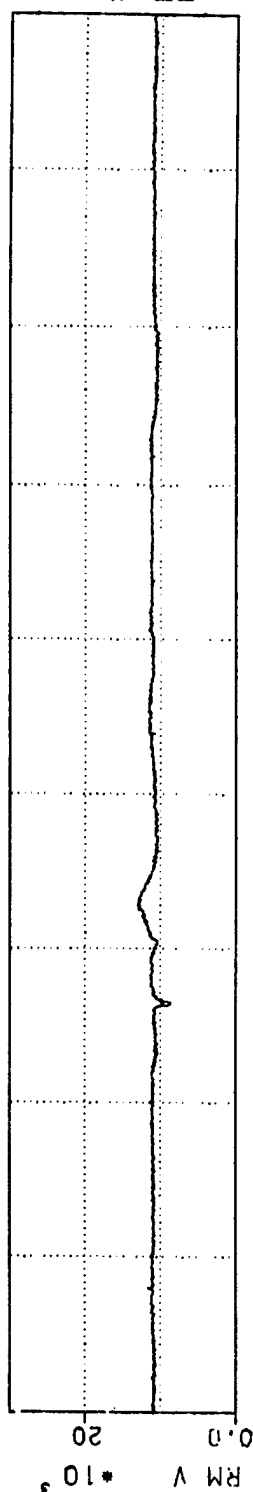
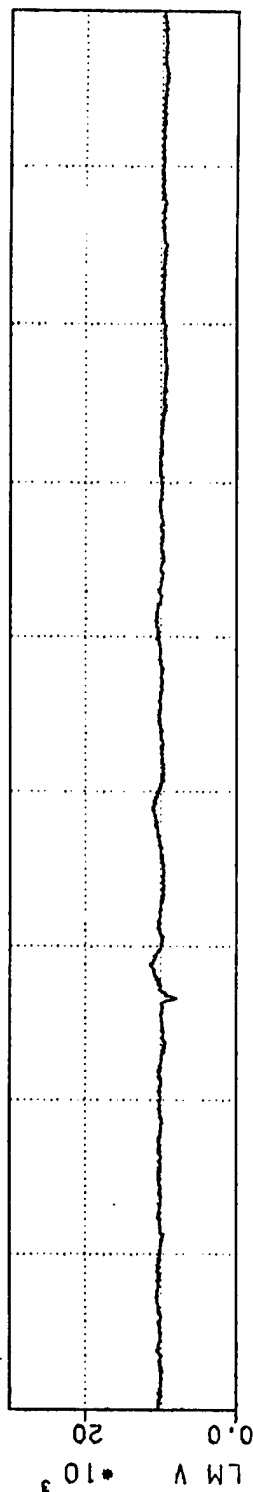
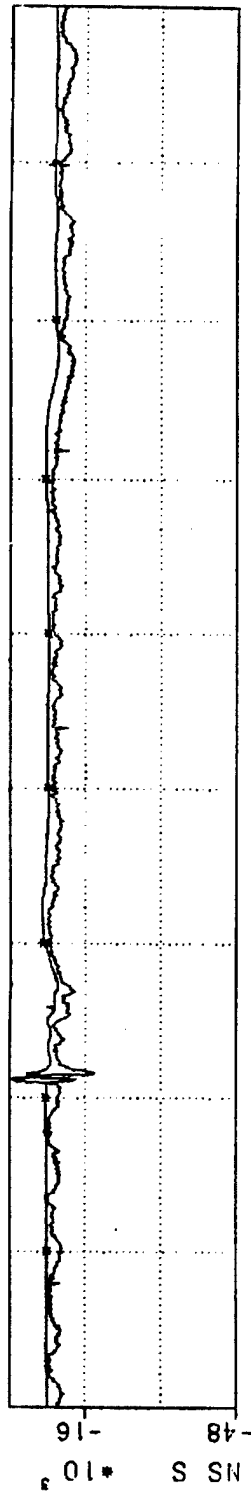
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 6 PAGE NO. 1

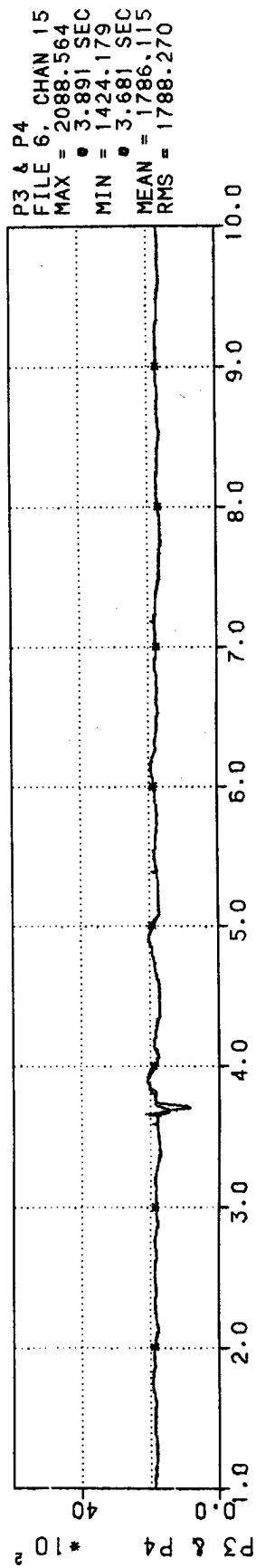
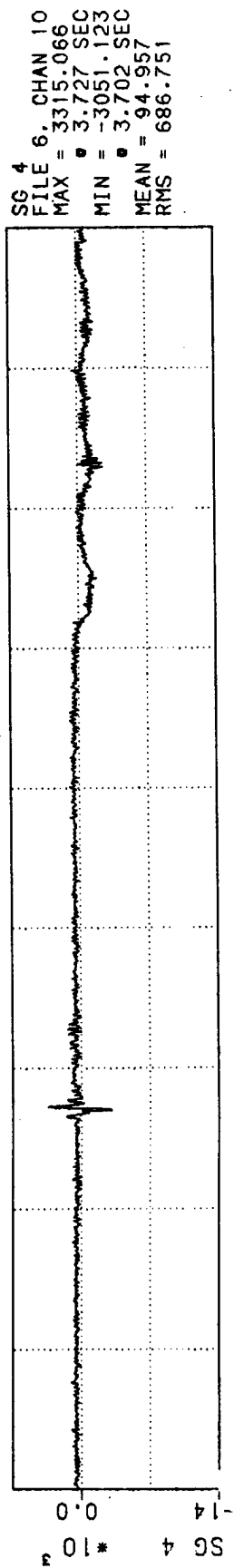
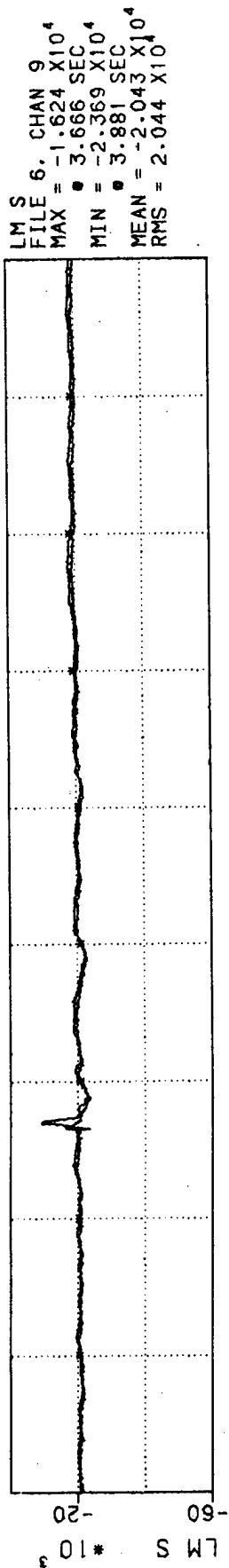
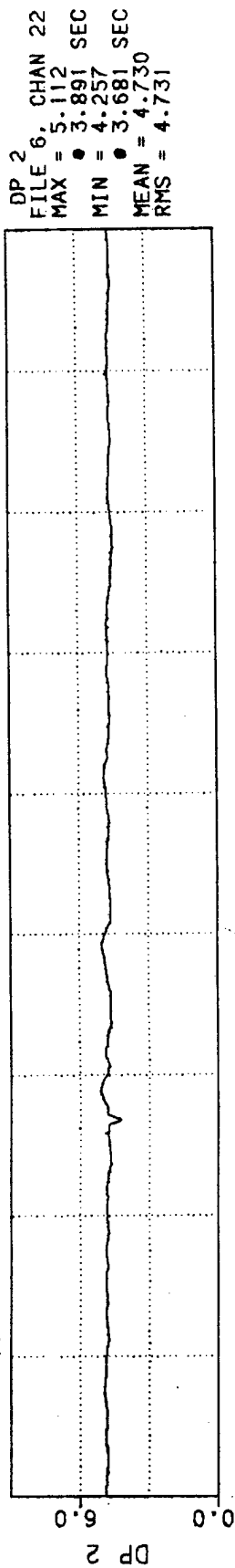
A-7D HAVE BOUNCE TEST: WHITEMAN AFB

15 KNOTS : SPALL : LIGHT WEIGHT



TIME - SECONDS
RUN NO. 6 PAGE NO. 2
DELTA T (MSEC) = 5.120

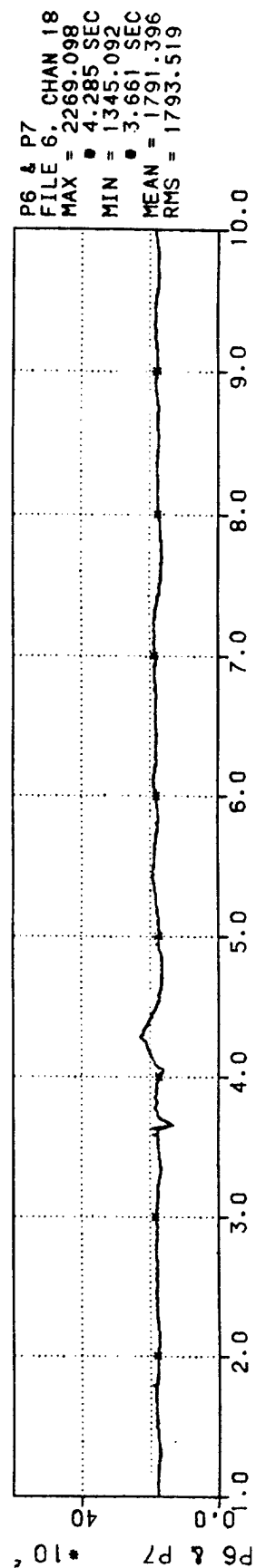
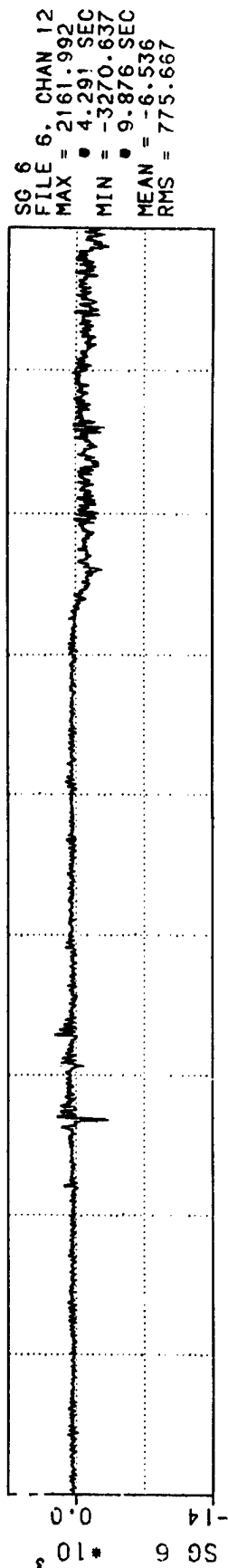
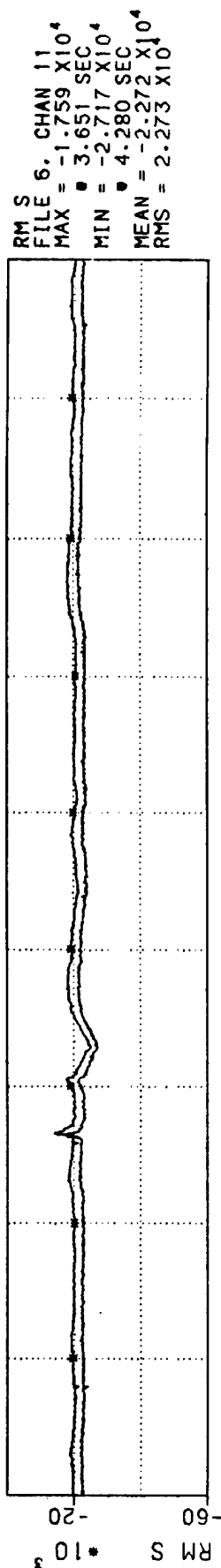
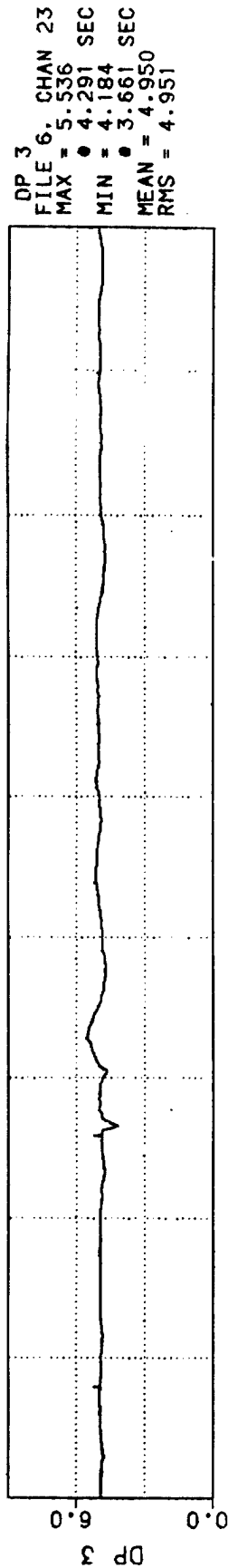
A-7D HAVE BOUNCE TEST: WHITEMAN AFB 15 KNOTS : SPALL : LIGHT WEIGHT



TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 6 PAGE NO. 3

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

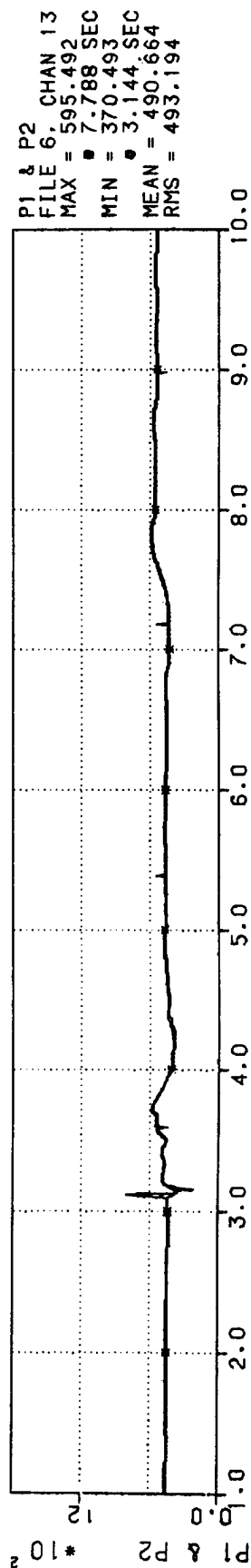
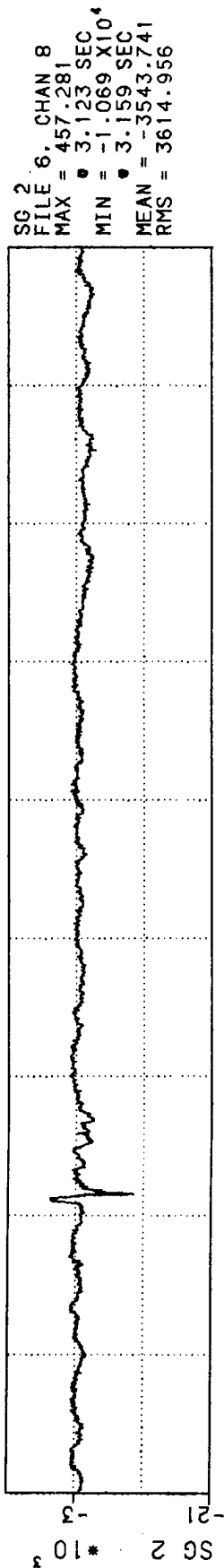
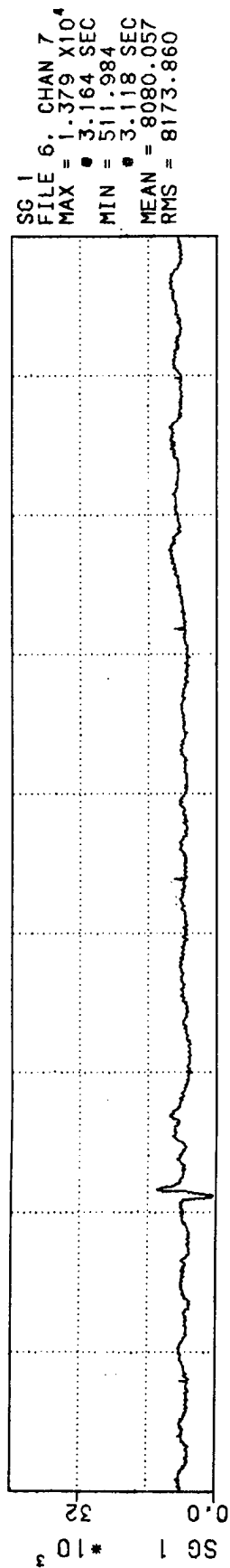
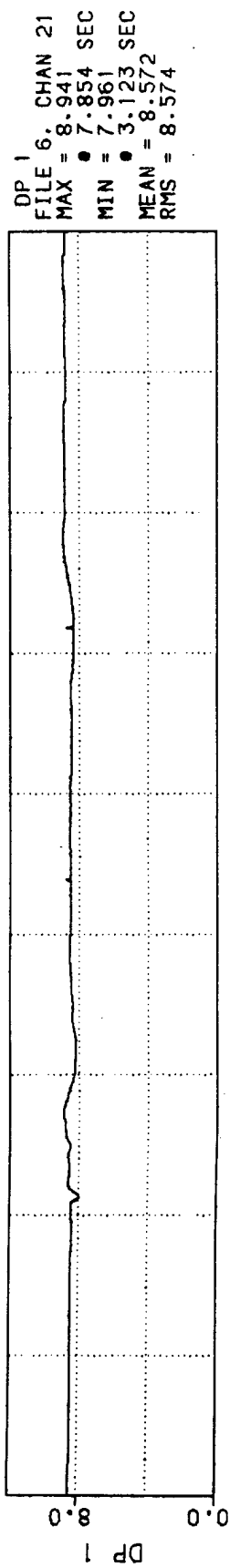
15 KNOTS : SPALL : LIGHT WEIGHT



TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 6 PAGE NO. 4

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

15 KNOTS : SPALL : LIGHT WEIGHT



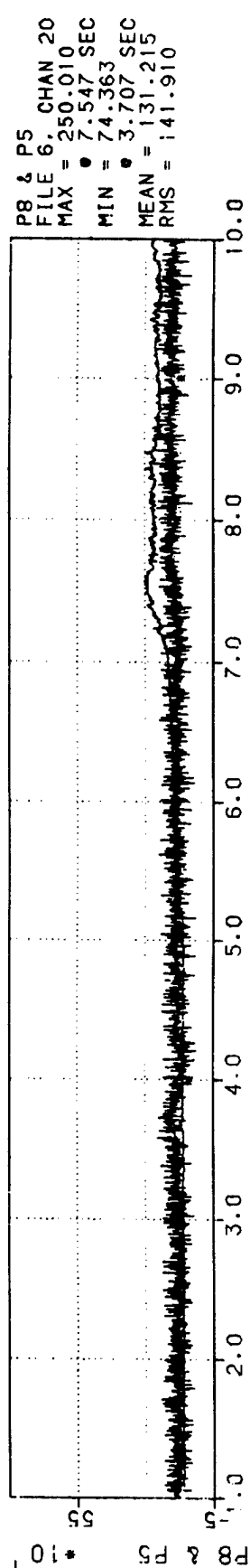
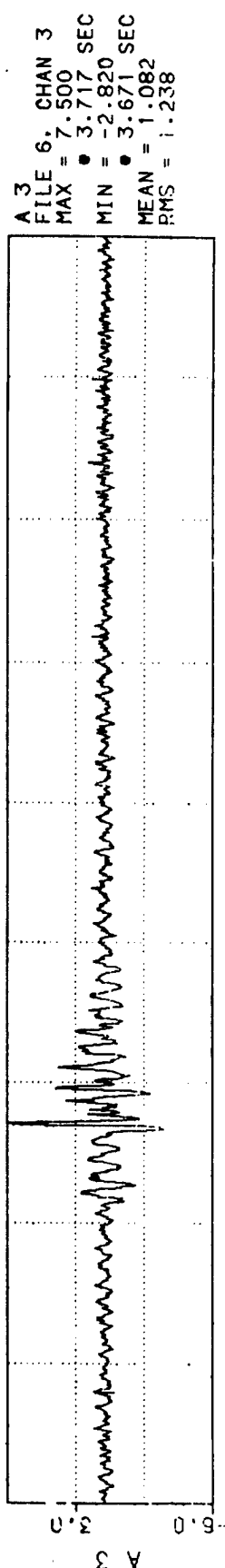
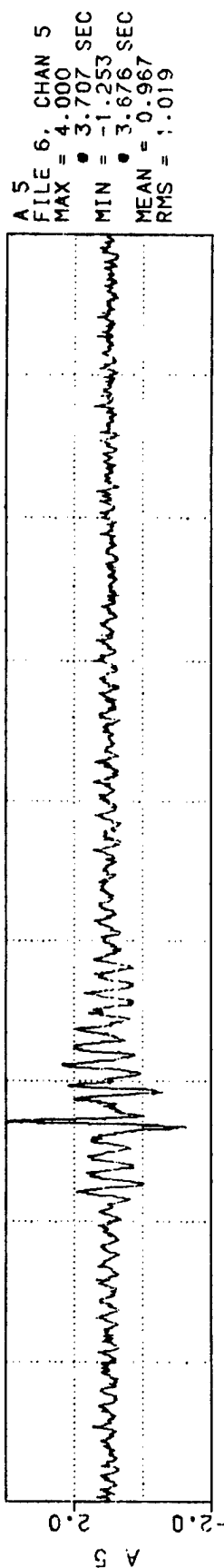
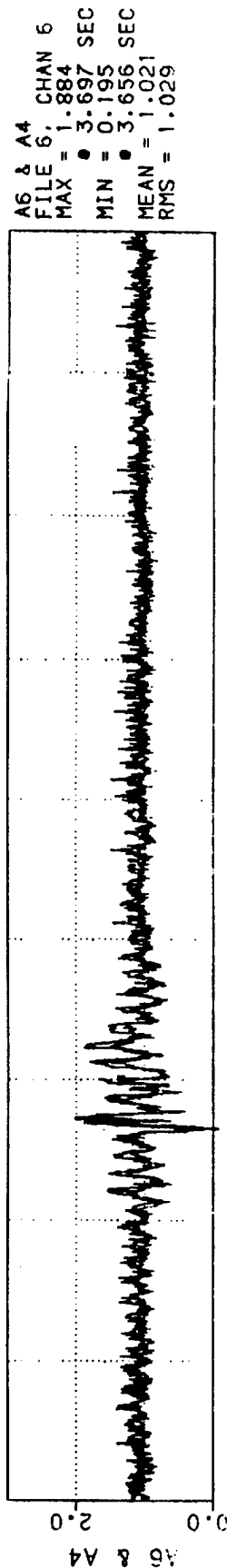
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 6 PAGE NO. 5

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

15 KNOTS : SPALL : LIGHT WEIGHT

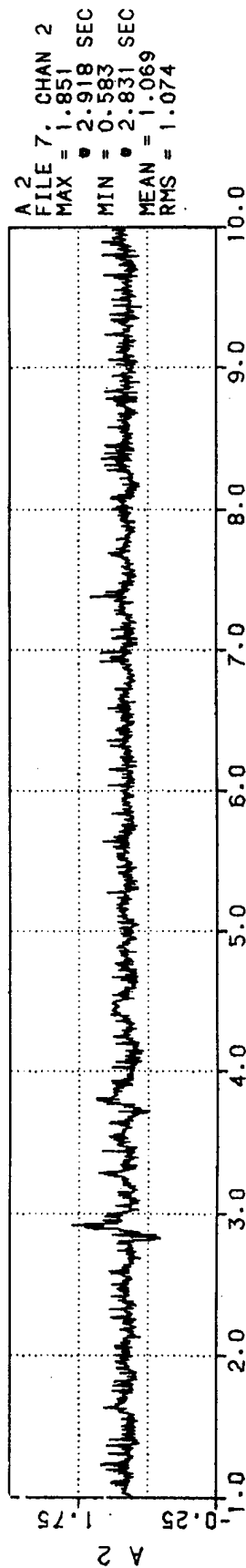
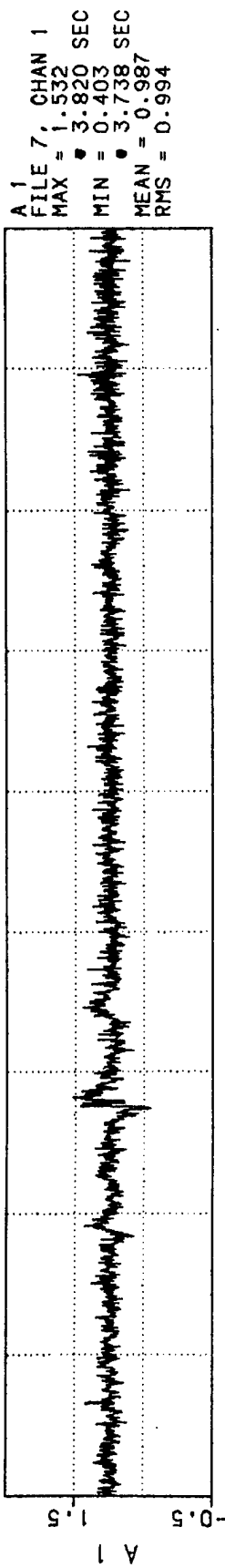
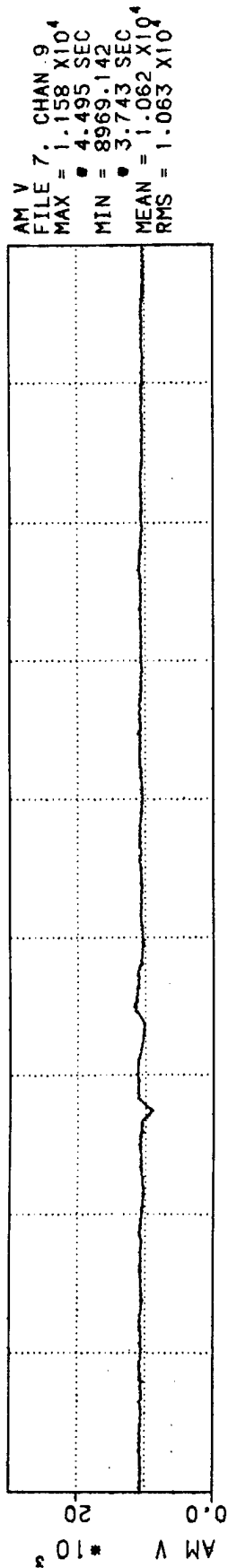
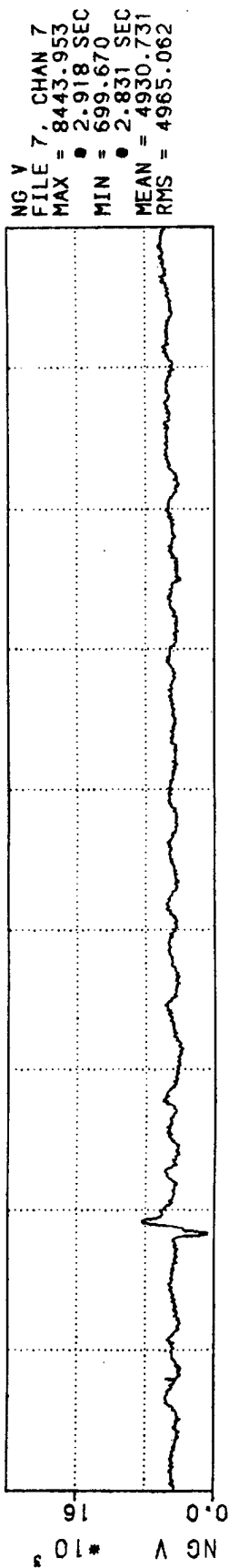


TIME - SECONDS

RUN NO. 6 PAGE NO. 6 DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

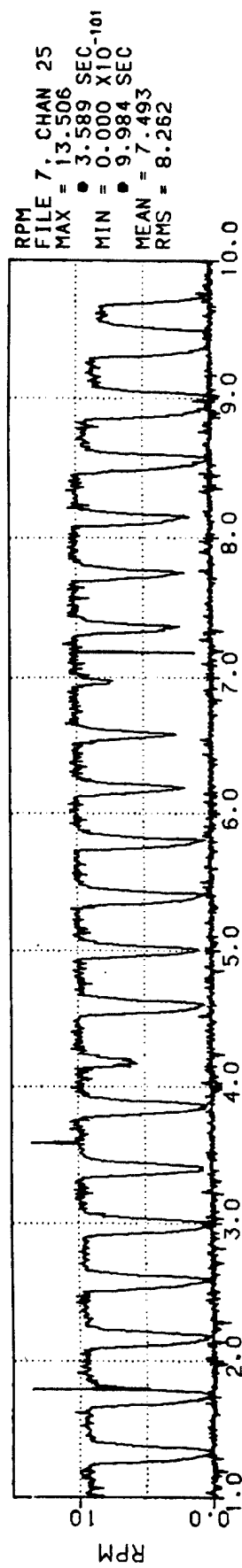
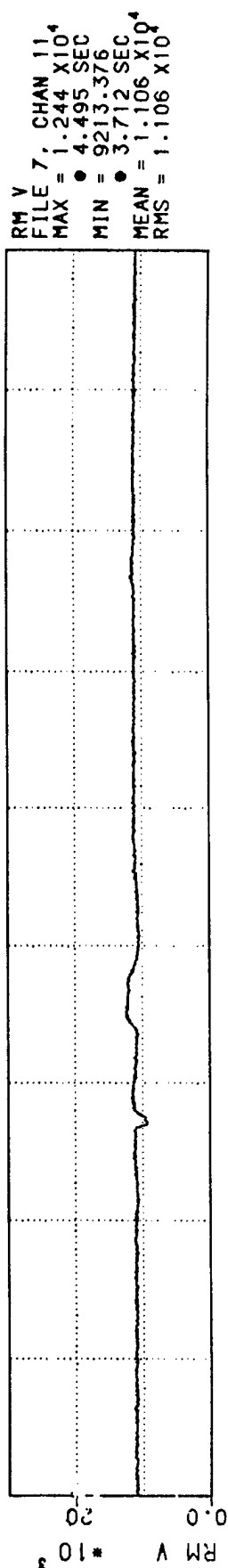
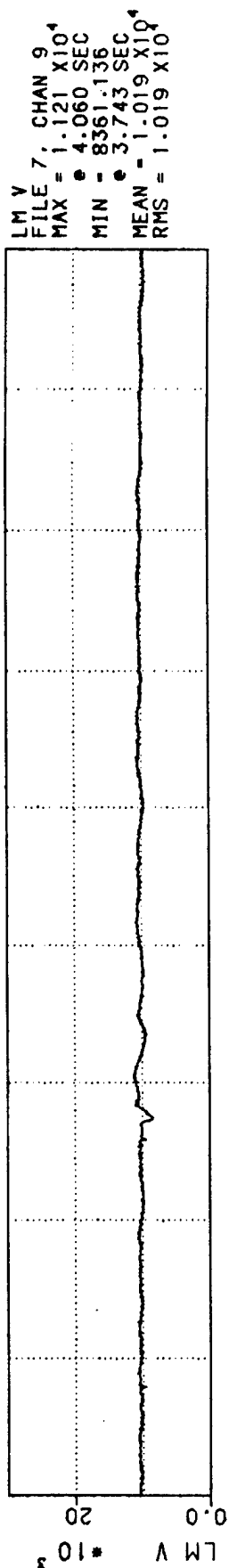
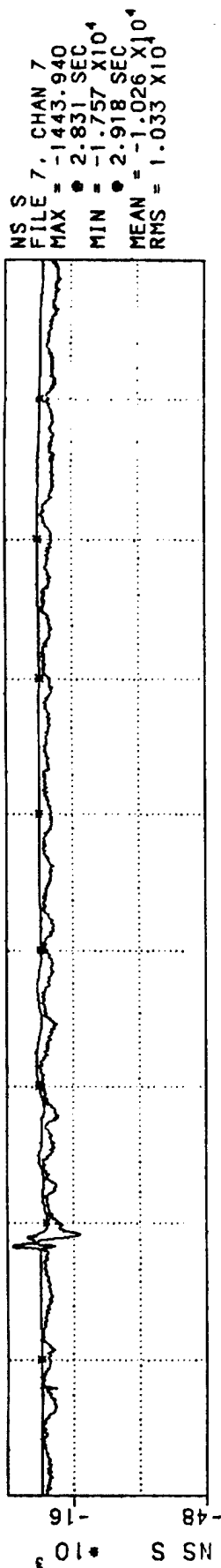
10 KNOTS : SPALL : LIGHT WEIGHT



TIME - SECONDS
RUN NO. 7
PAGE NO. 1
DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

10 KNOTS : SPALL : LIGHT WEIGHT



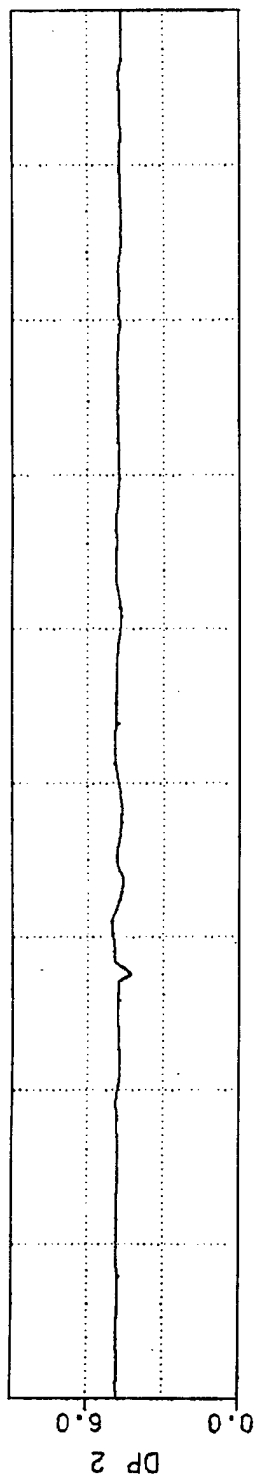
TIME - SECONDS

DELTA T (MSEC) = 5.120

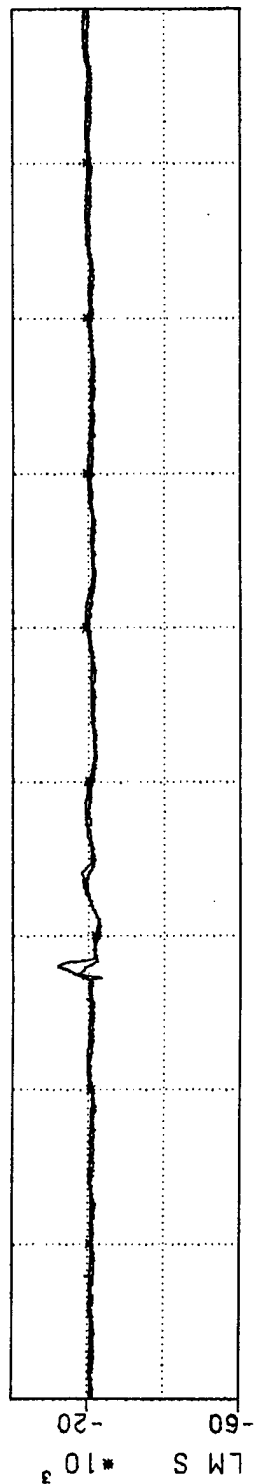
RUN NO. 7 PAGE NO. 2

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

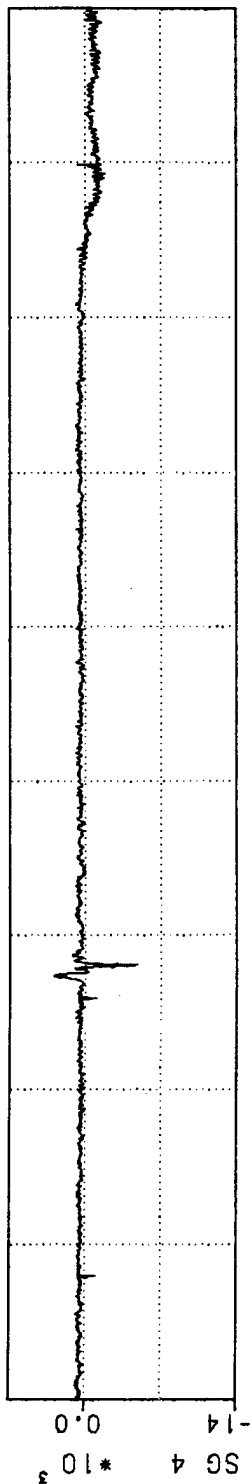
10 KNOTS : SPALL : LIGHT WEIGHT



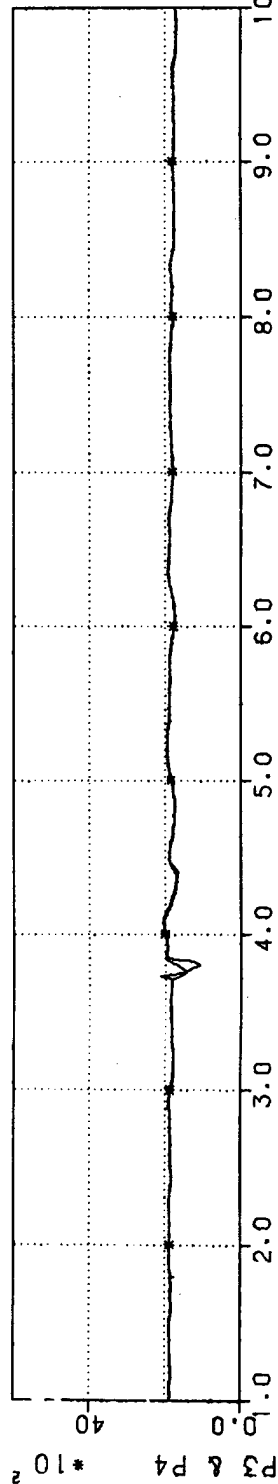
DP 2
FILE 7, CHAN 22
MAX = 5.050
MIN = 4.096 SEC
MEAN = 4.280
RMS = 3.758 SEC
RMS = 4.786



LMS
FILE 7, CHAN 9
MAX = -1.707 X10⁴
MIN = -2.321 X10⁴
MEAN = -2.098 X10⁴
RMS = 2.099 X10⁴



SG 4
FILE 7, CHAN 10
MAX = 2930.014
MIN = -4822.361
MEAN = 3.804 SEC
RMS = 258.747
RMS = 612.307



P3 & P4
FILE 7, CHAN 15
MAX = 2049.483
MIN = 1455.933
MEAN = 3.753 SEC
RMS = 1833.405
RMS = 1834.651

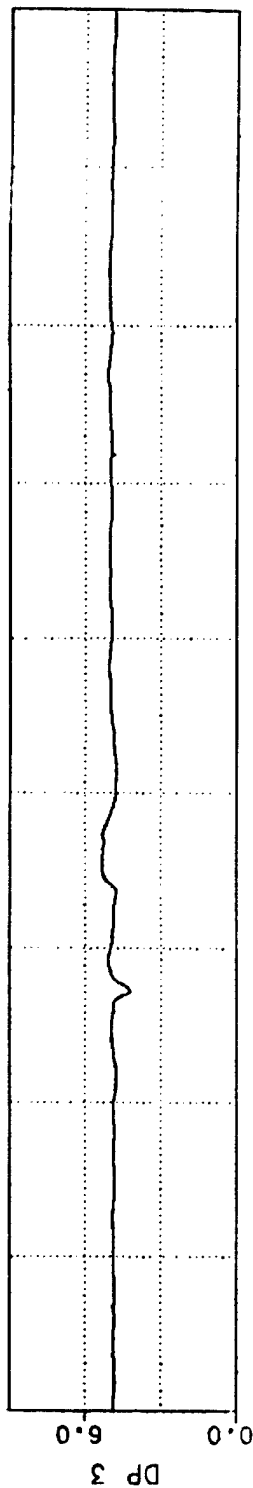
TIME - SECONDS

DELTA T (MSEC) = 5.120

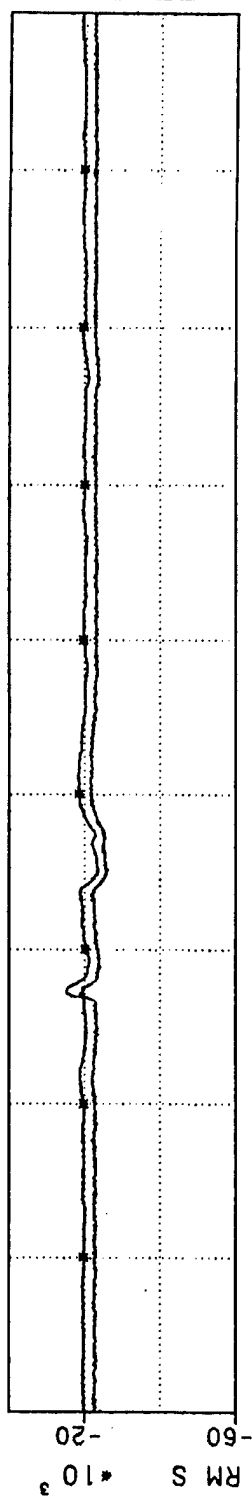
RUN NO. 7 PAGE NO. 3

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

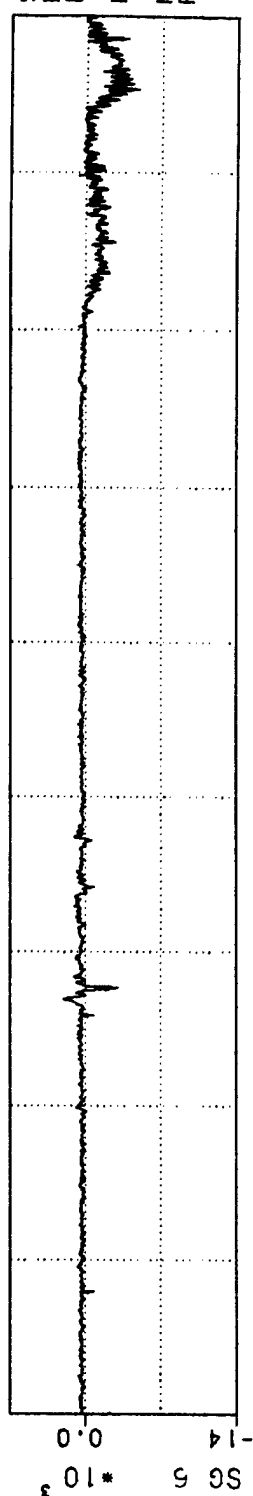
10 KNOTS : SPALL : LIGHT WEIGHT



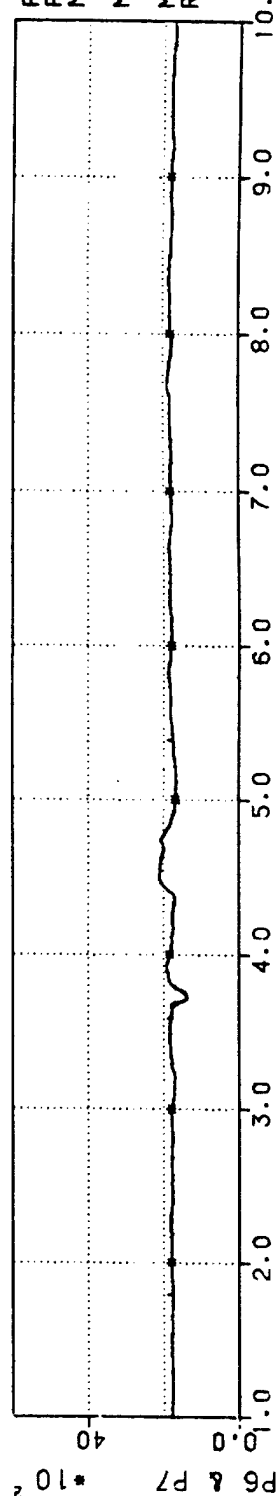
DP 3
FILE 7, CHAN 23
MAX = 5.334
MIN = 4.511 SEC
MEAN = 4.933
RMS = 4.934



RM S
FILE 7, CHAN 11
MAX = -1.875 X10⁴
MIN = -2.591 X10⁴
MEAN = -2.283 X10⁴
RMS = 2.285 X10⁴



SG 6
FILE 7, CHAN 12
MAX = 1985.934
MIN = -4905.457
MEAN = 32.208
RMS = 822.078

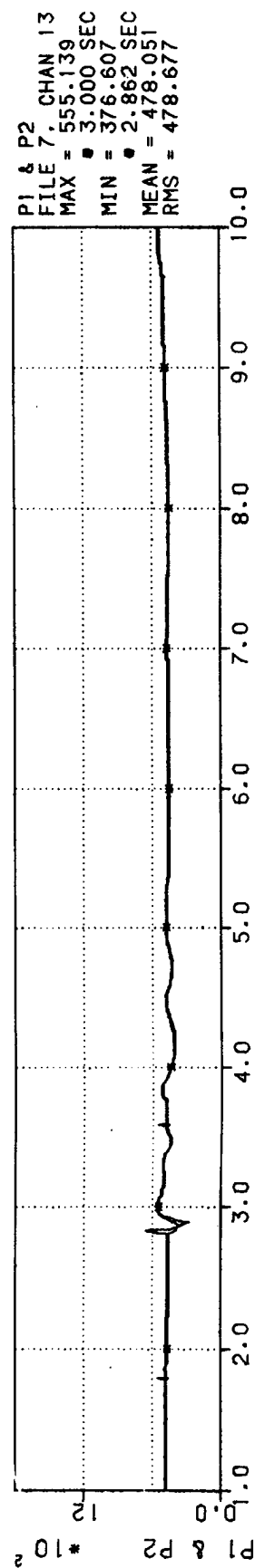
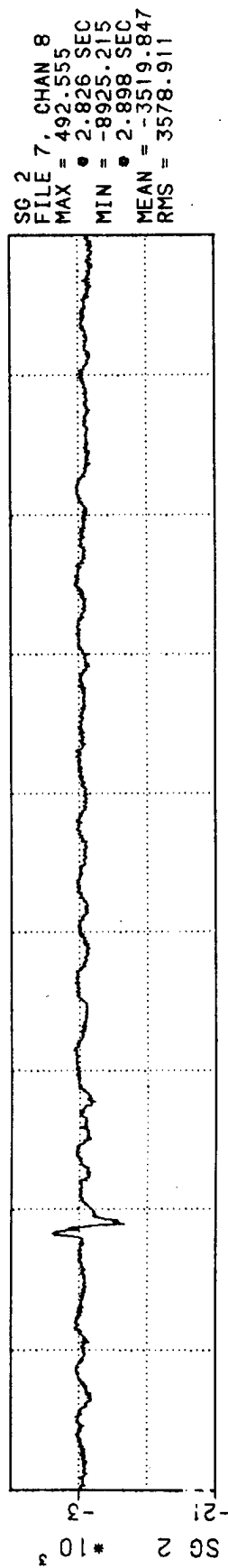
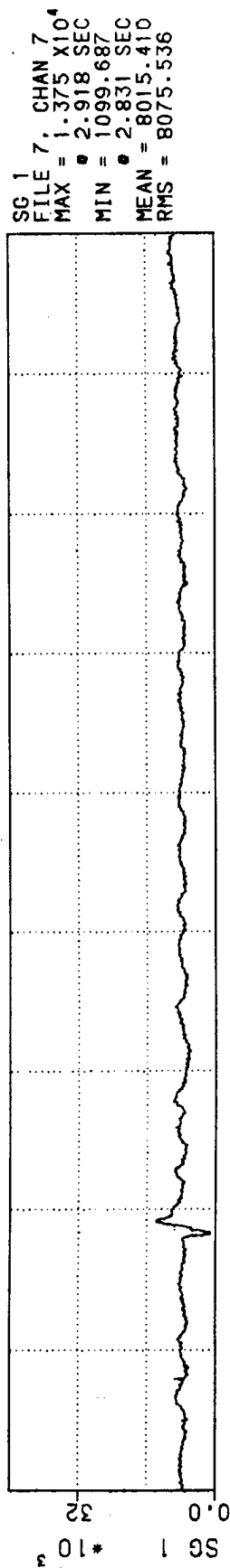
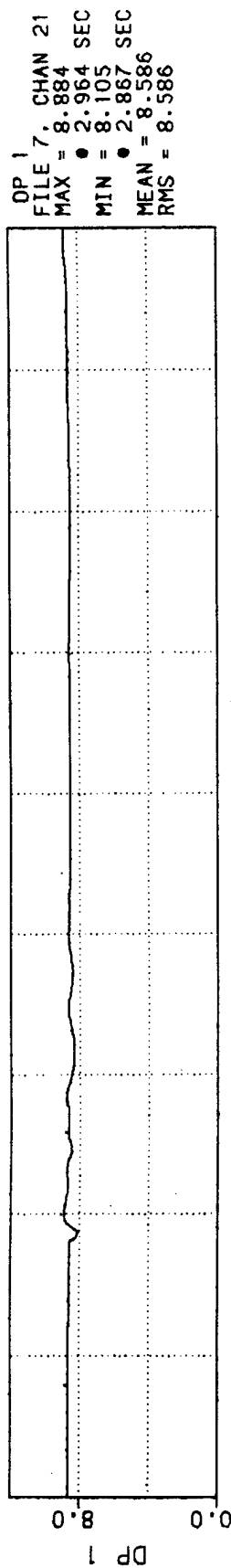


P6 & P7
FILE 7, CHAN 18
MAX = 2115.504
MIN = 1376.786
MEAN = 1796.369
RMS = 1797.962

DELTA T (MSEC) = 5.120
RUN NO. 7 PAGE NO. 4

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

10 KNOTS : SPALL : LIGHT WEIGHT



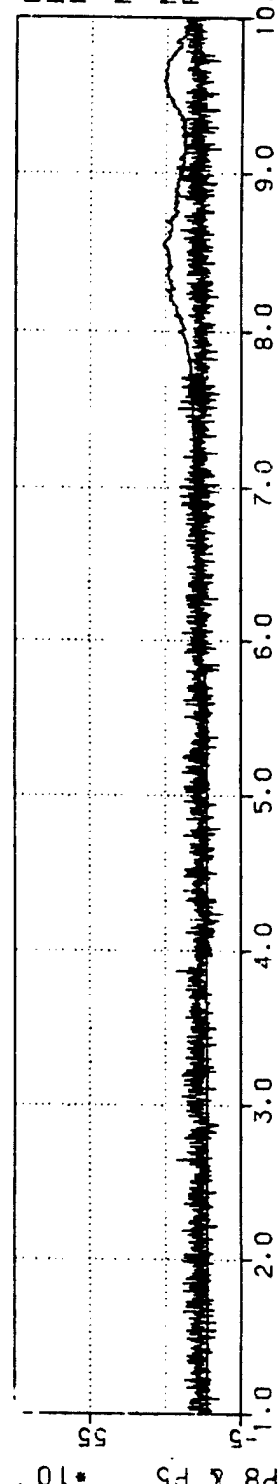
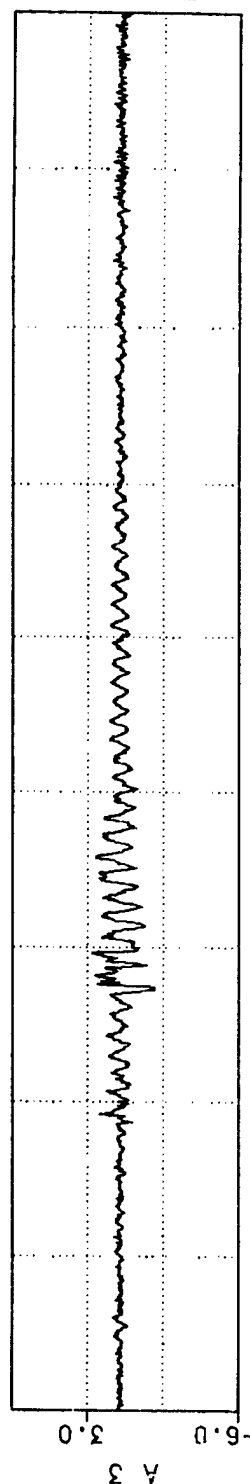
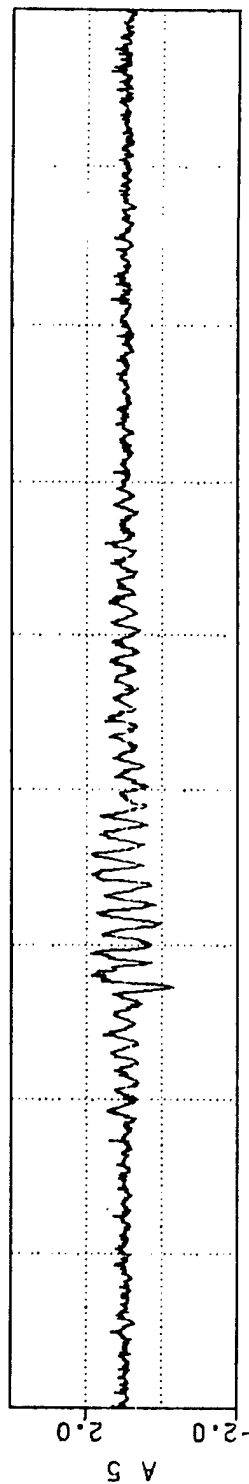
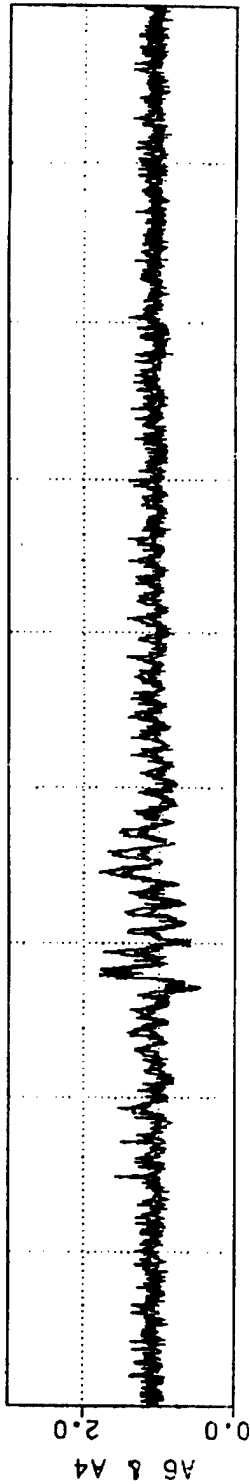
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 7 PAGE NO. 5

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

10 KNOTS : SPALL : LIGHT WEIGHT



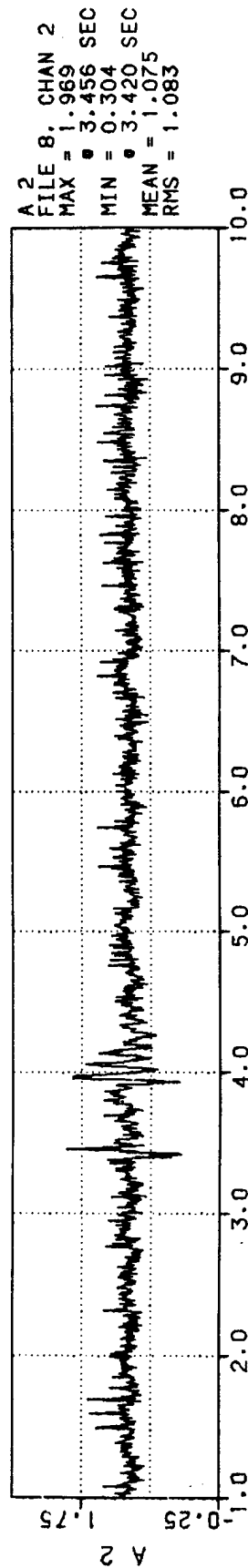
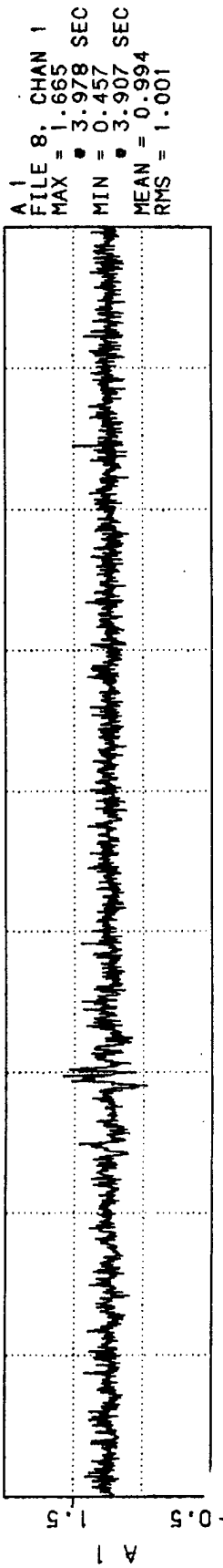
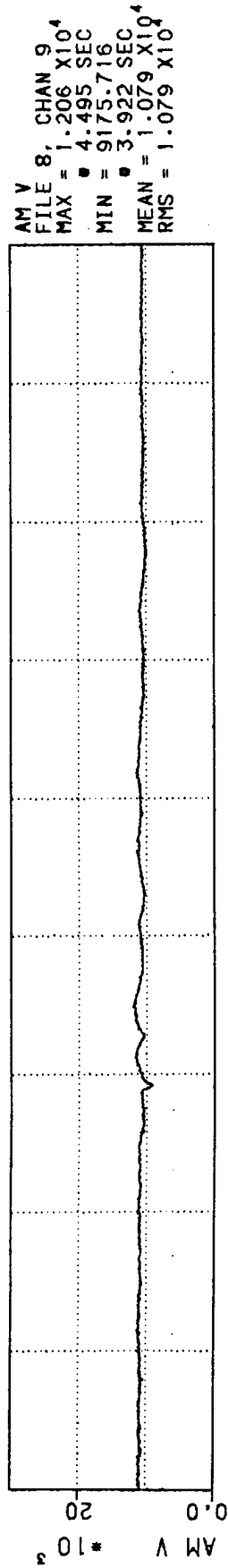
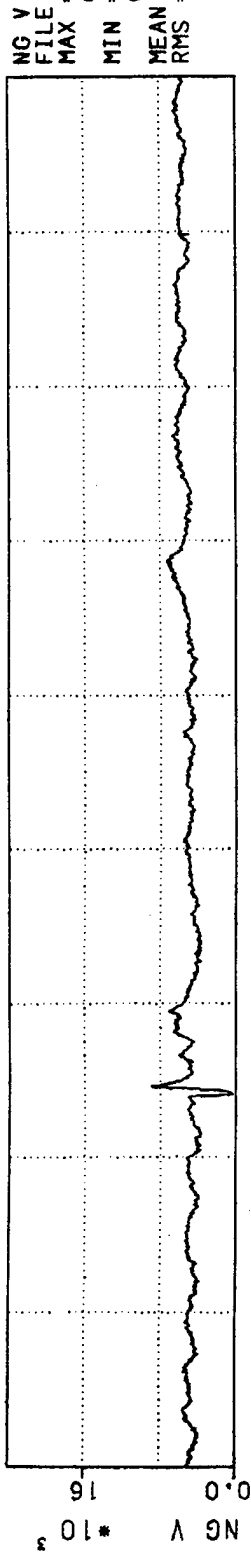
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 7 PAGE NO. 6

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

20 KNOTS : SPALL : LIGHT WEIGHT



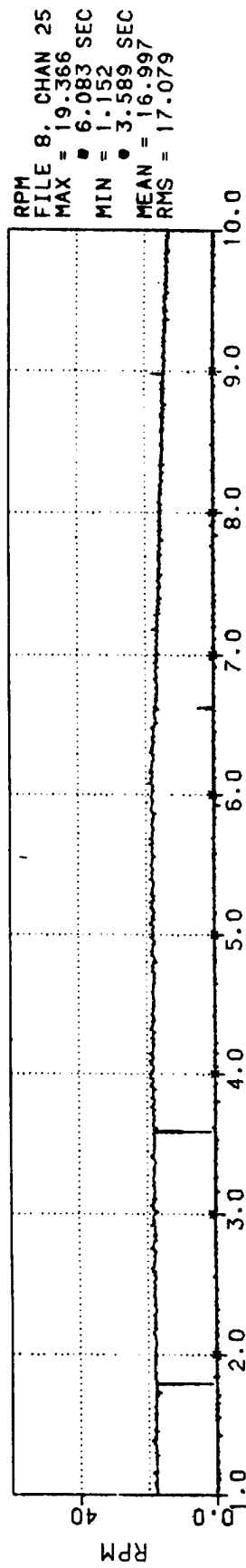
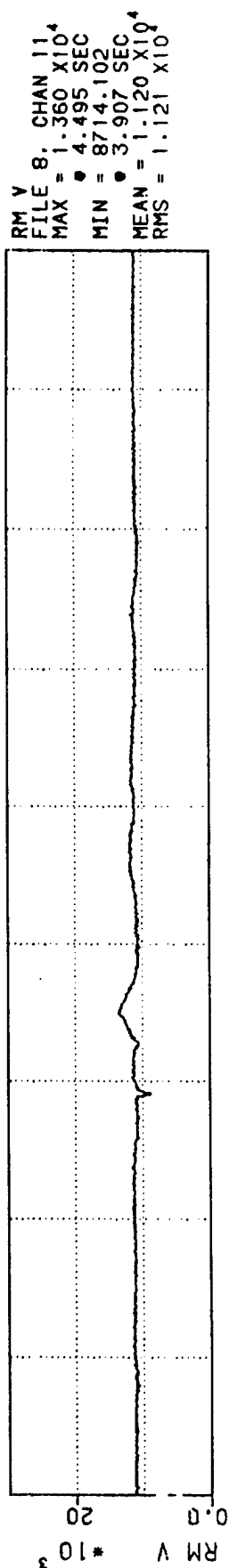
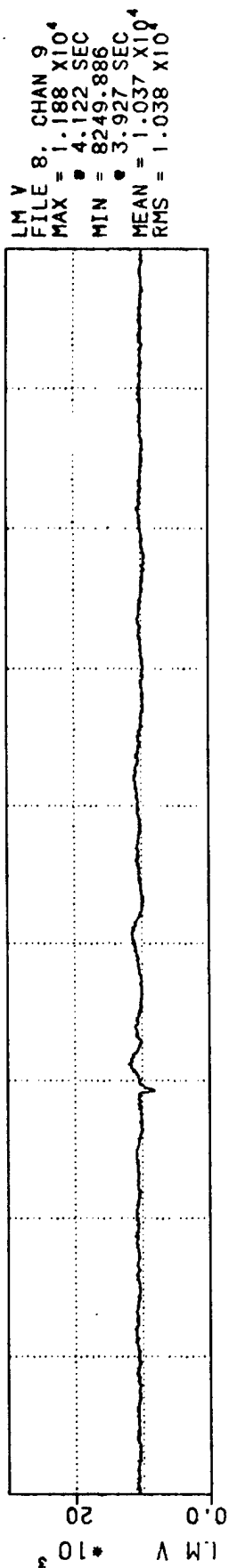
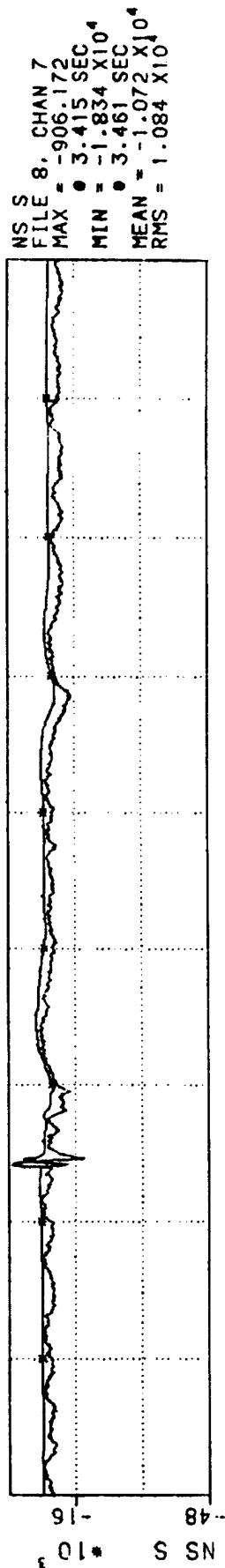
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 8 PAGE NO. 1

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

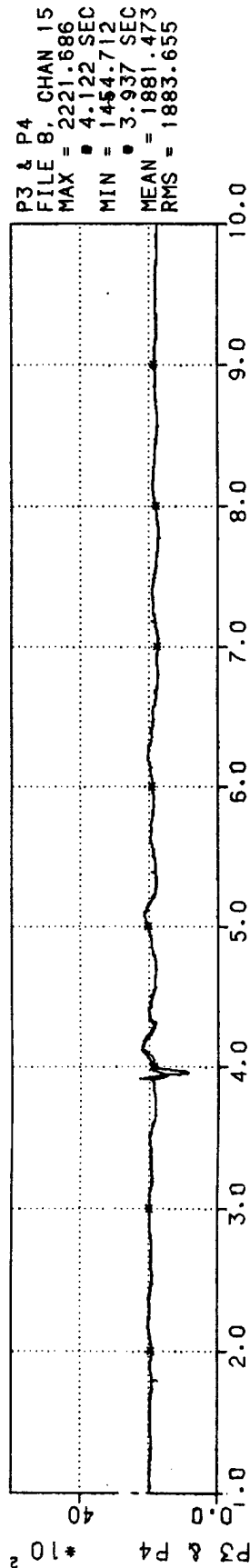
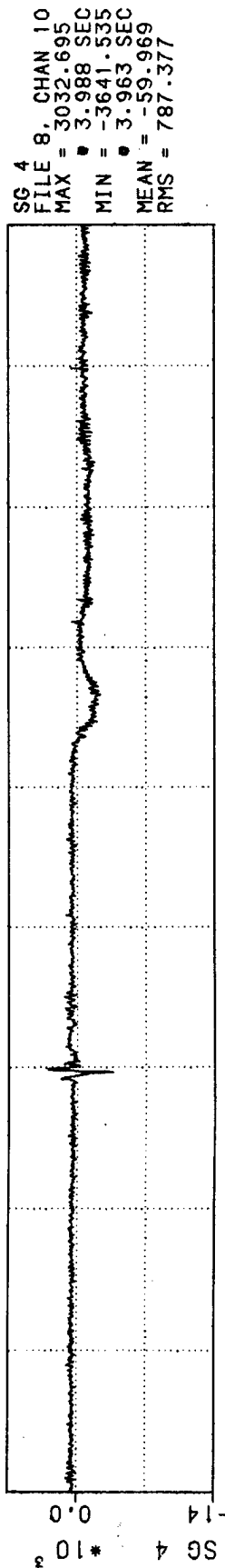
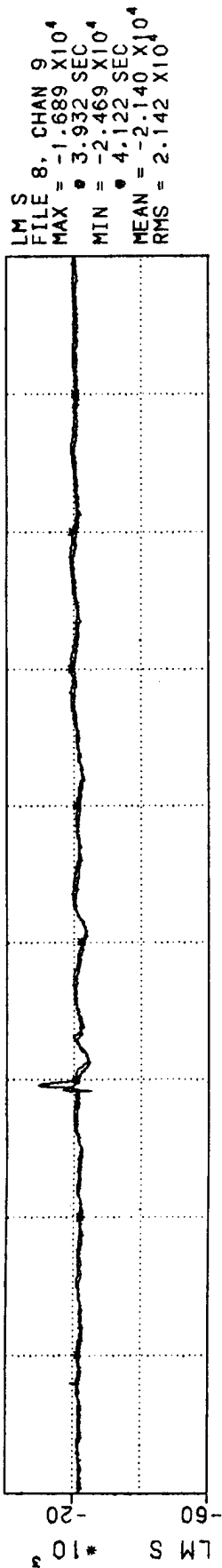
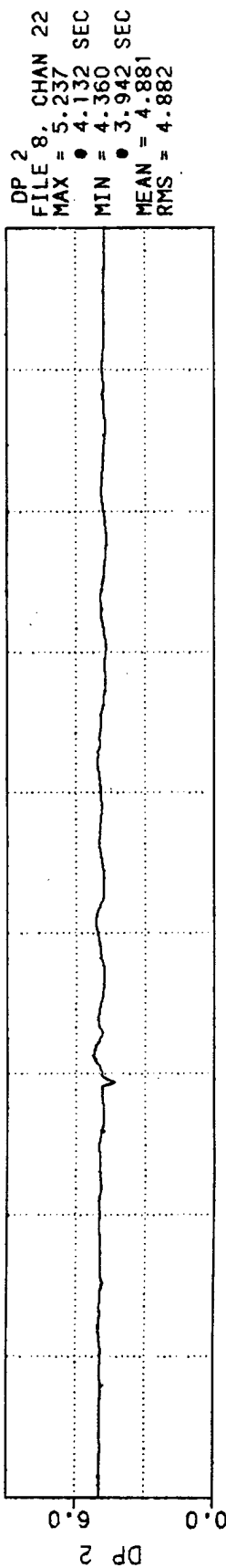
20 KNOTS : SPALL : LIGHT WEIGHT



TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 8 PAGE NO. 2

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

20 KNOTS : SPALL : LIGHT WEIGHT



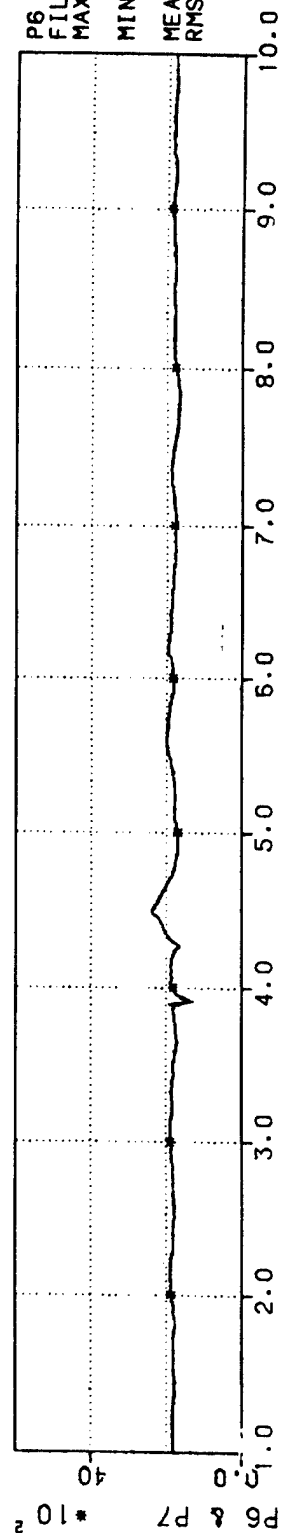
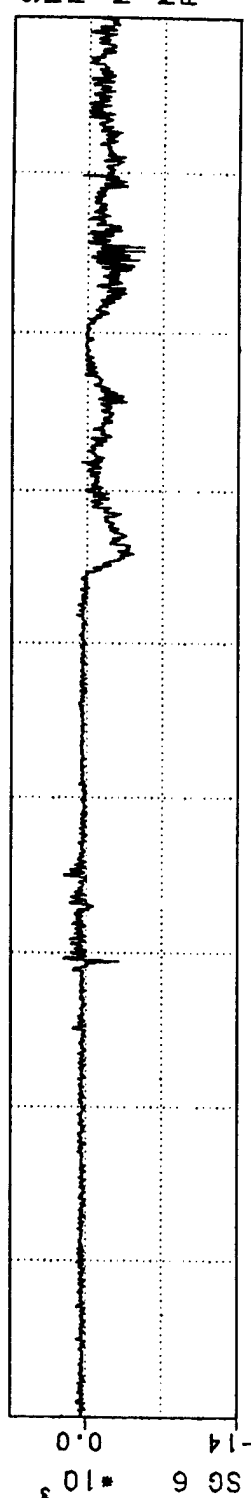
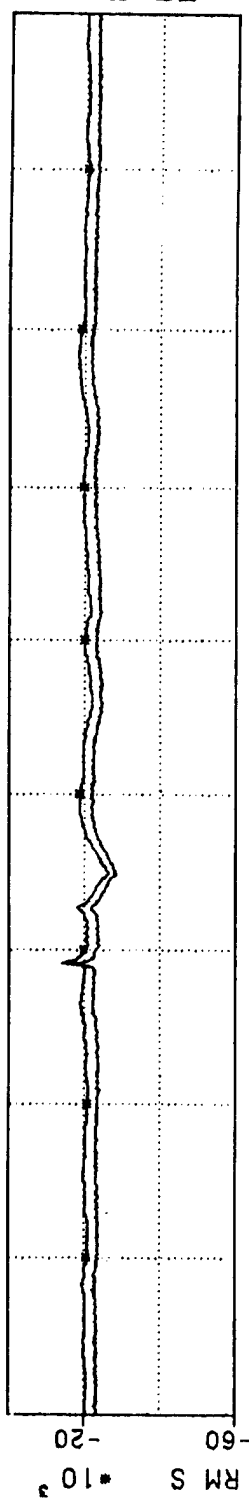
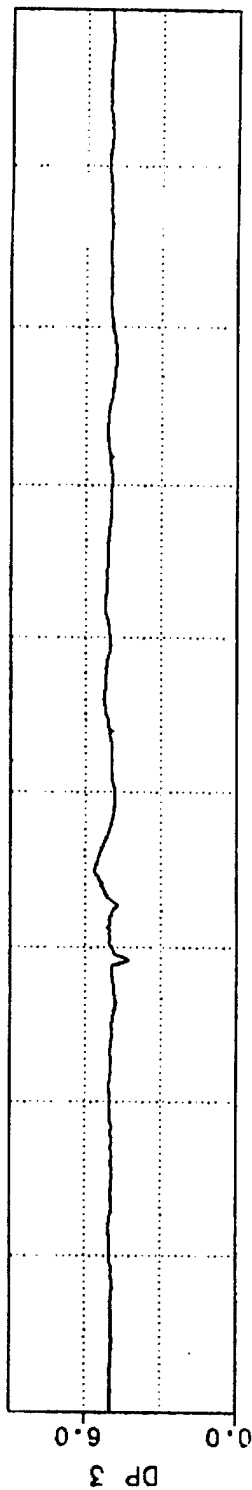
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 8 PAGE NO. 3

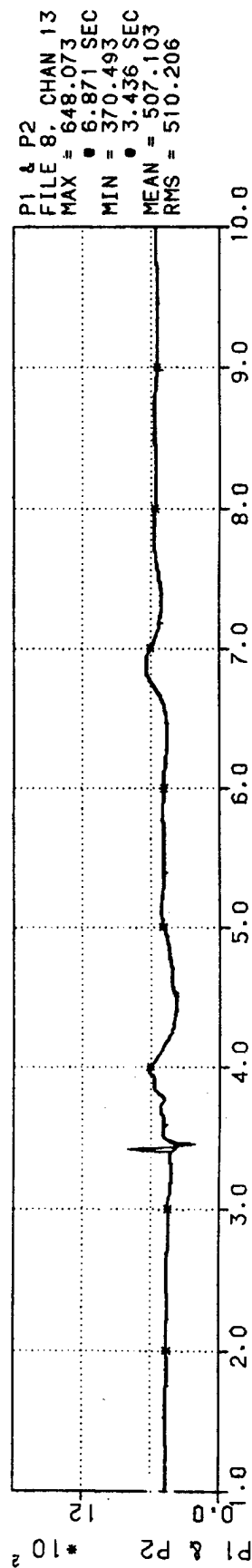
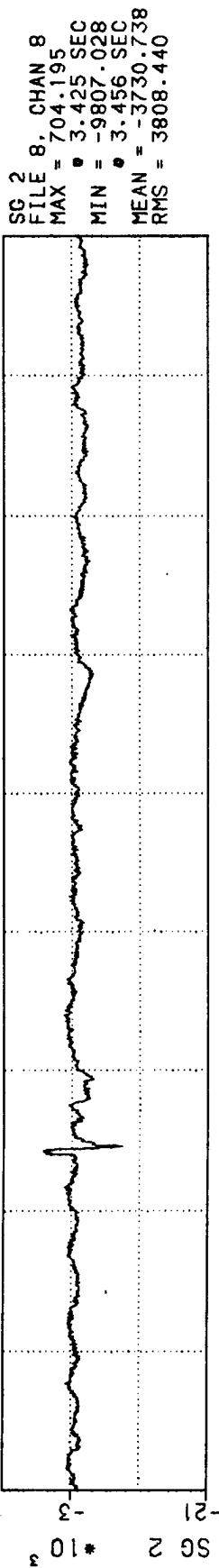
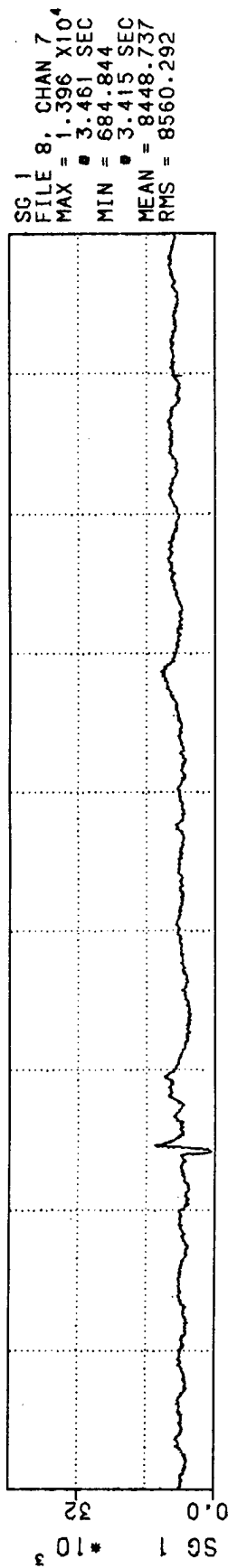
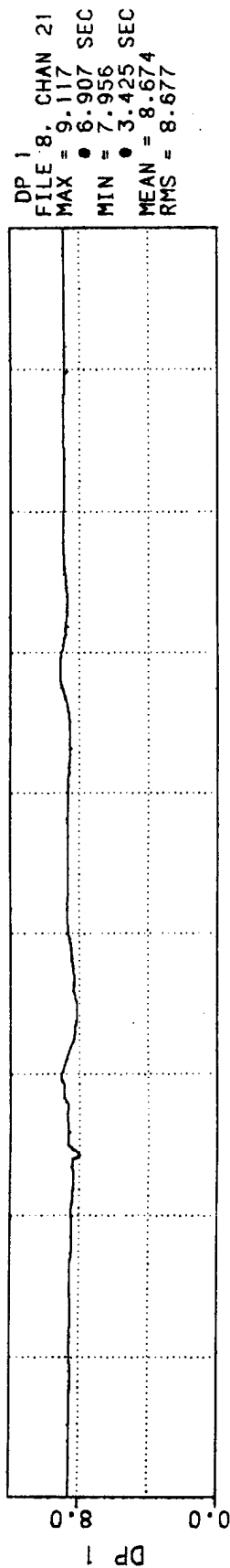
A-7D HAVE BOUNCE TEST: WHITEMAN AFB

20 KNOTS : SPALL : LIGHT WEIGHT



DELTA T (MSEC) = 5.120
RUN NO. 8 PAGE NO. 4

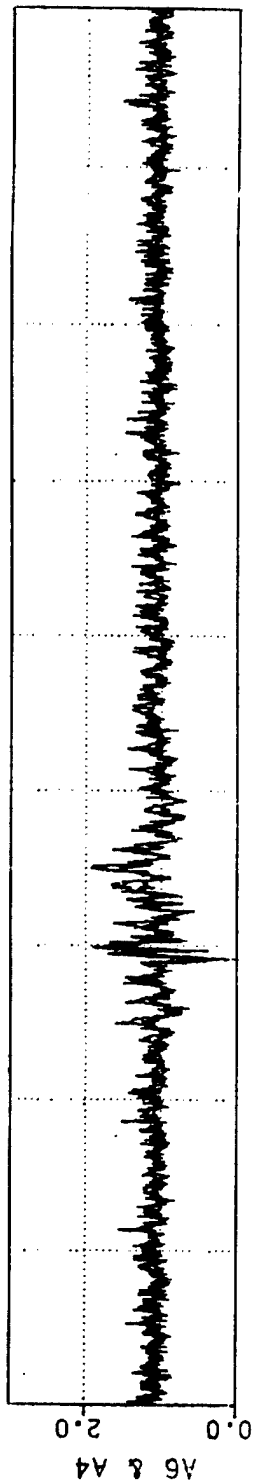
A-7D HAVE BOUNCE TEST: WHITEMAN AFB 20 KNOTS : SPALL : LIGHT WEIGHT



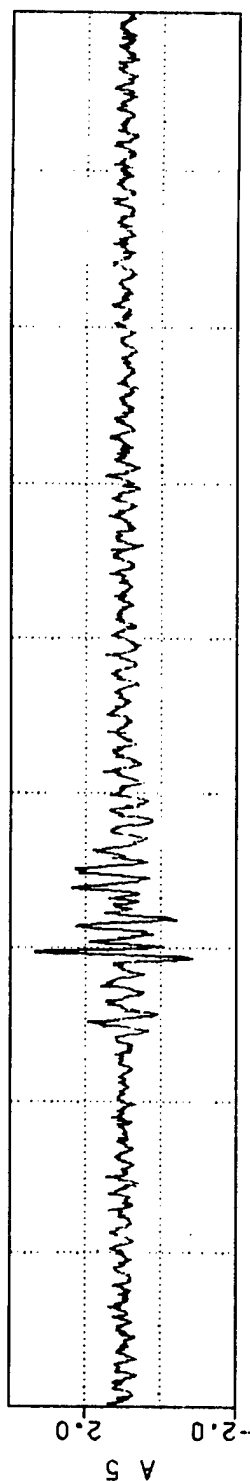
TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 8 PAGE NO. 5

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

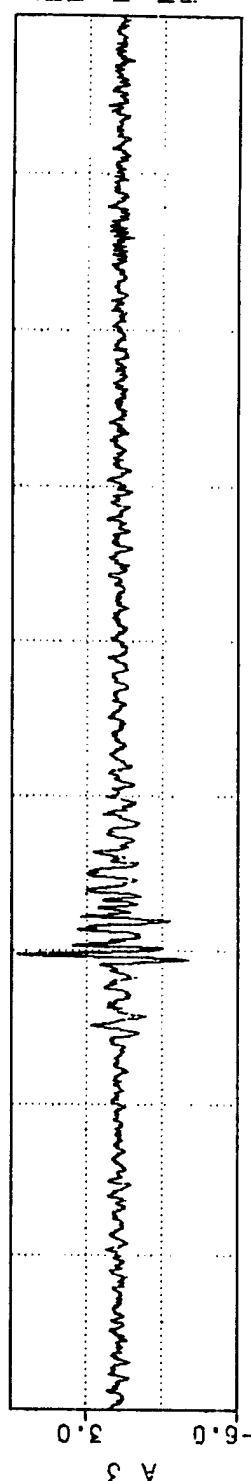
20 KNOTS : SPALL : LIGHT WEIGHT



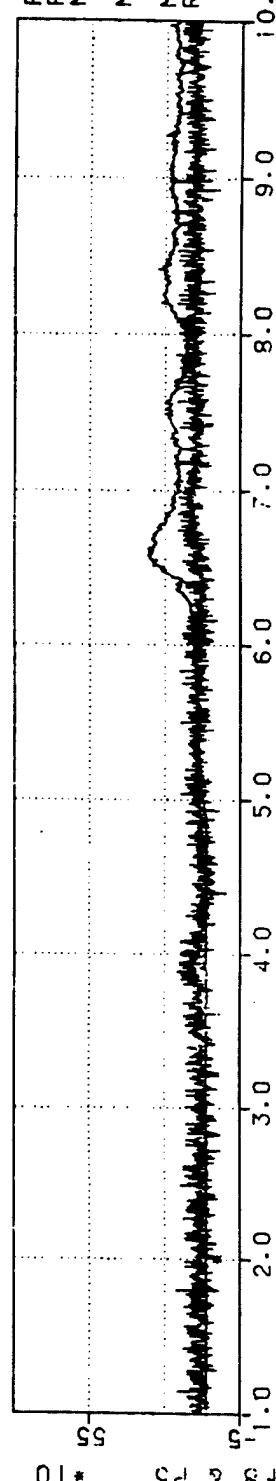
A6 & A4
FILE 8, CHAN 6
MAX = 1.696
MIN = 0.342 SEC
MEAN = 3.907 SEC
RMS = 1.026
RMS = 1.033



A 5
FILE 8, CHAN 5
MAX = 3.343
MIN = 3.978 SEC
MEAN = -0.845
RMS = 3.932 SEC
RMS = 0.965
RMS = 1.008



A 3
FILE 8, CHAN 3
MAX = 7.153
MIN = 3.978 SEC
MEAN = -3.135
RMS = 3.937 SEC
RMS = 1.079
RMS = 1.219



P8 & P5
FILE 8, CHAN 20
MAX = 318.317
MIN = 6.584 SEC
MEAN = 80.462 SEC
RMS = 4.081 SEC
RMS = 145.053
RMS = 158.936

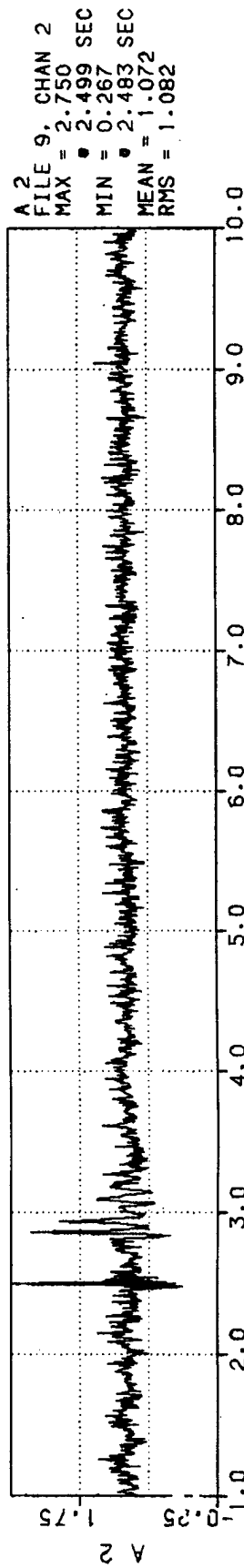
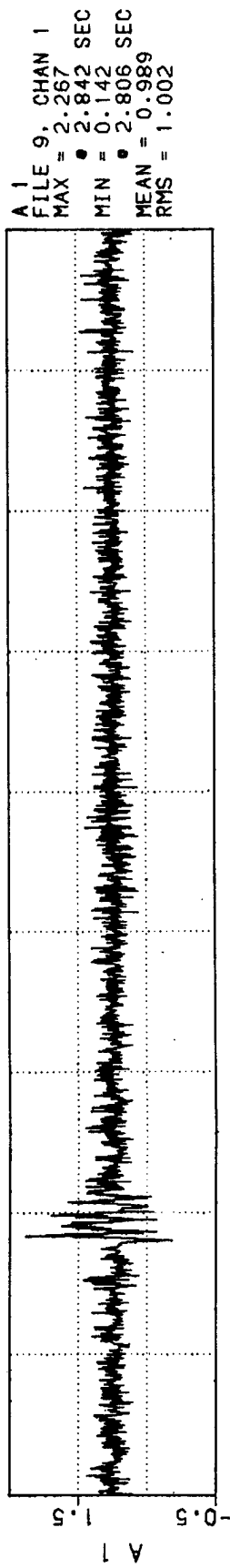
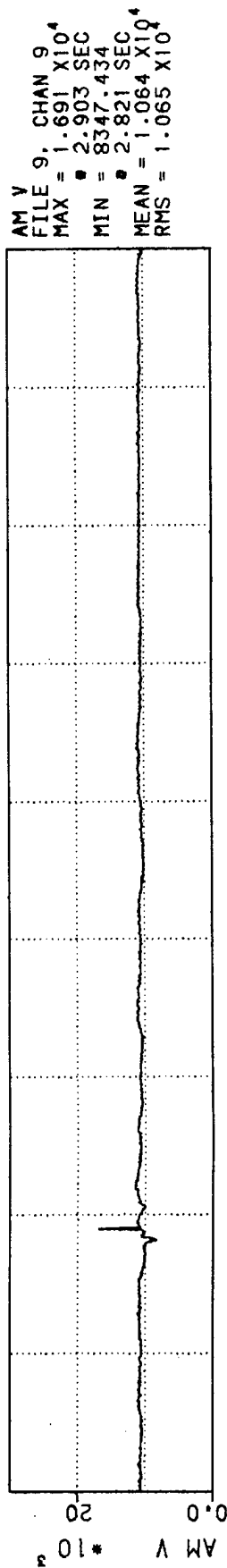
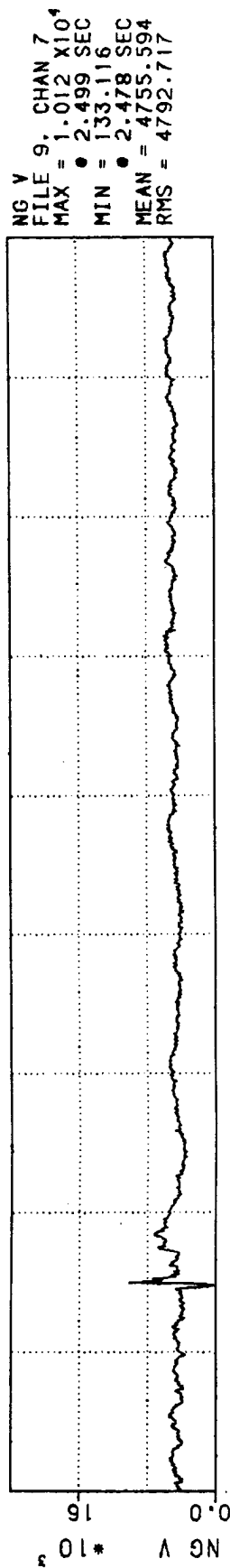
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 8 PAGE NO. 6

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

30 KNOTS : SPALL : LIGHT WEIGHT



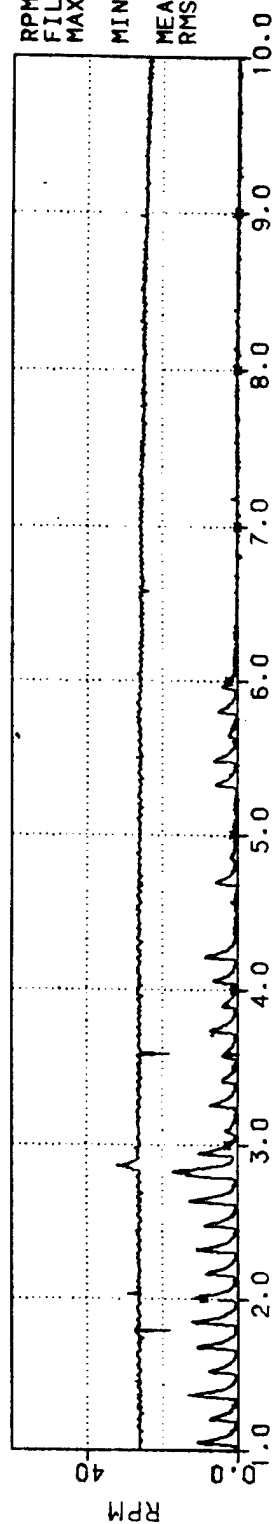
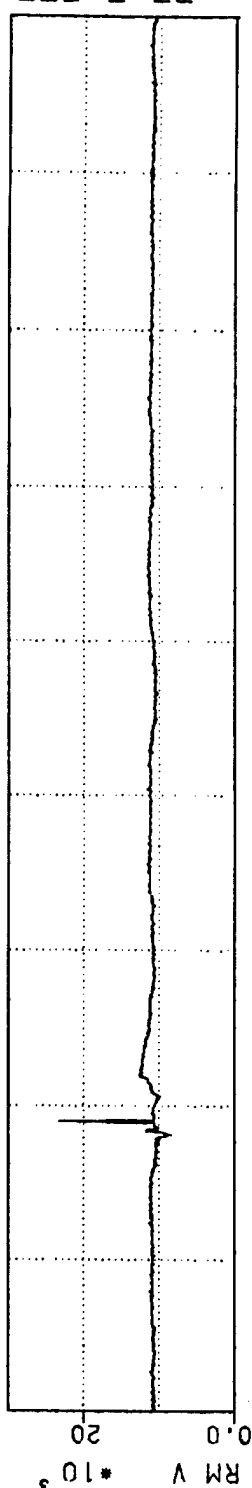
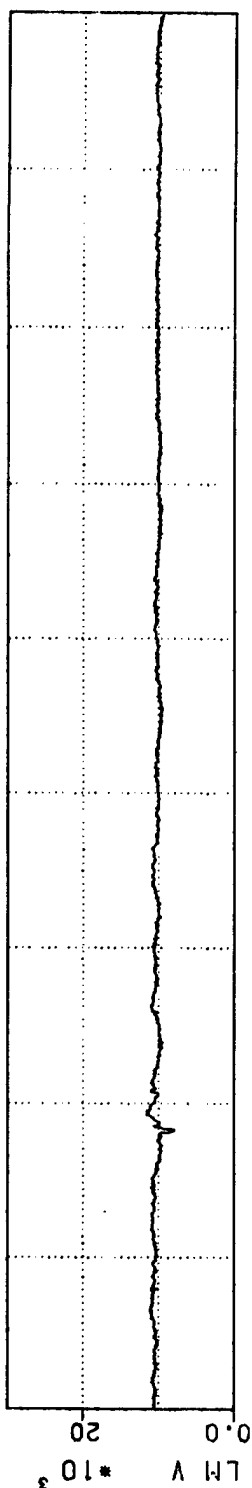
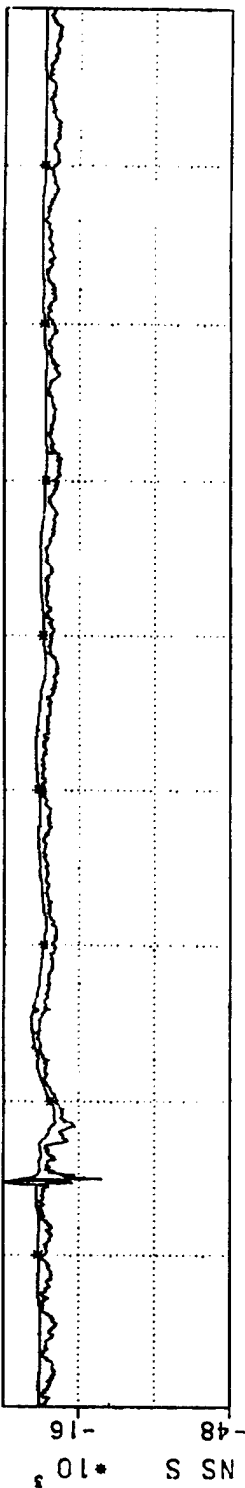
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 9 PAGE NO. 1

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

30 KNOTS : SPALL : LIGHT WEIGHT



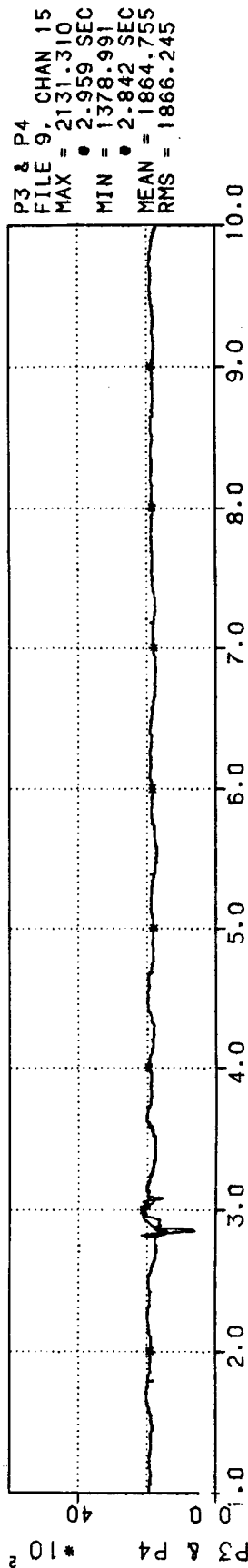
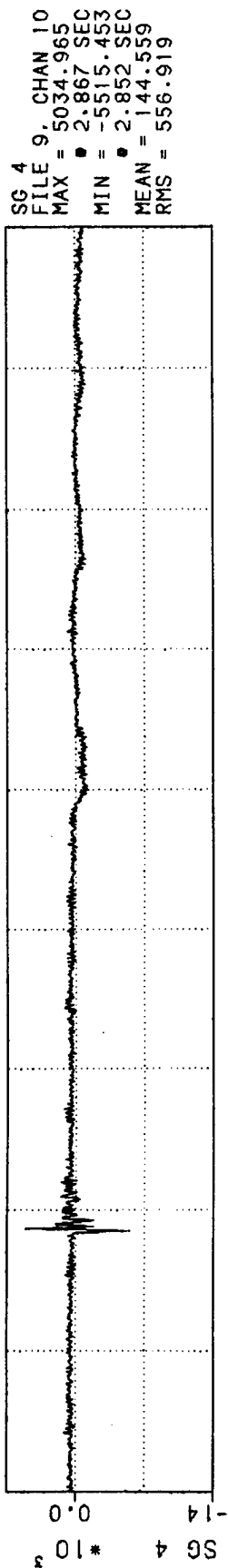
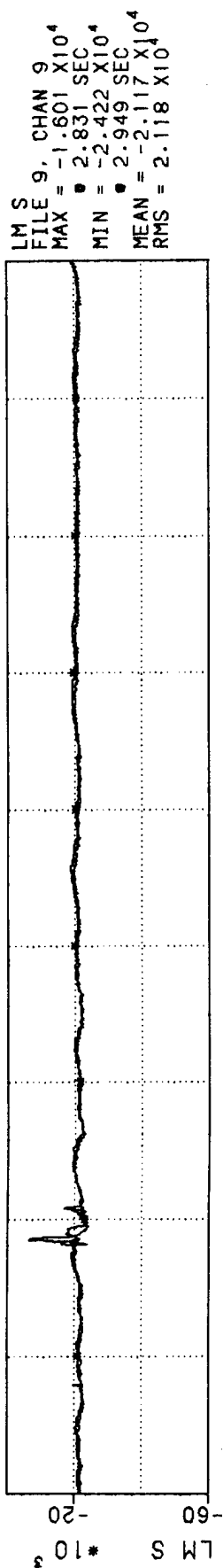
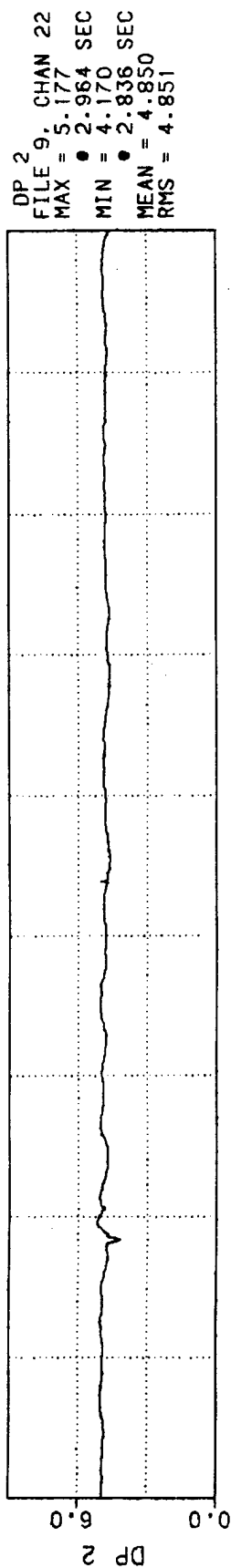
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 9 PAGE NO. 2

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

30 KNOTS : SPALL : LIGHT WEIGHT



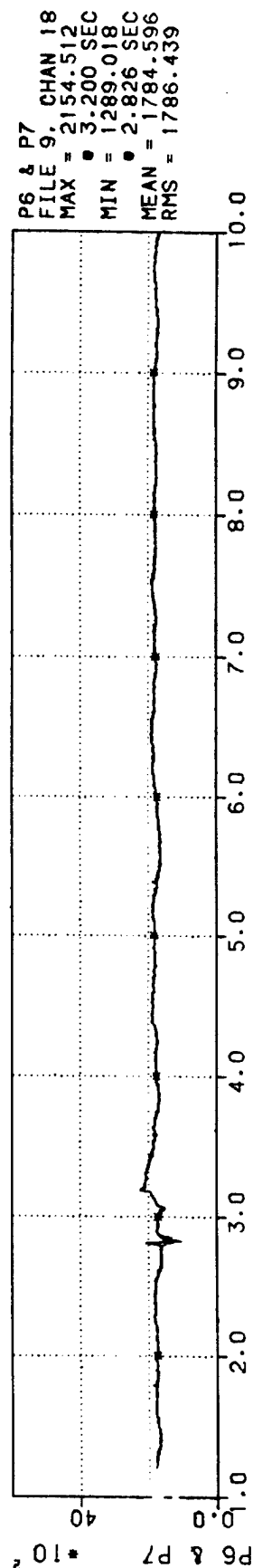
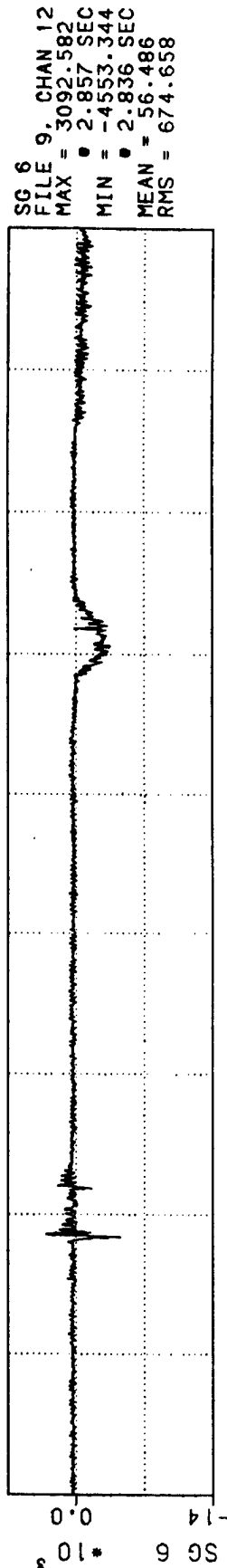
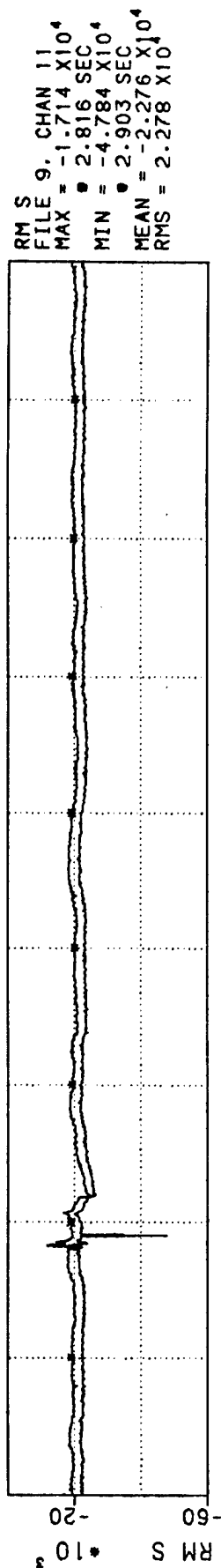
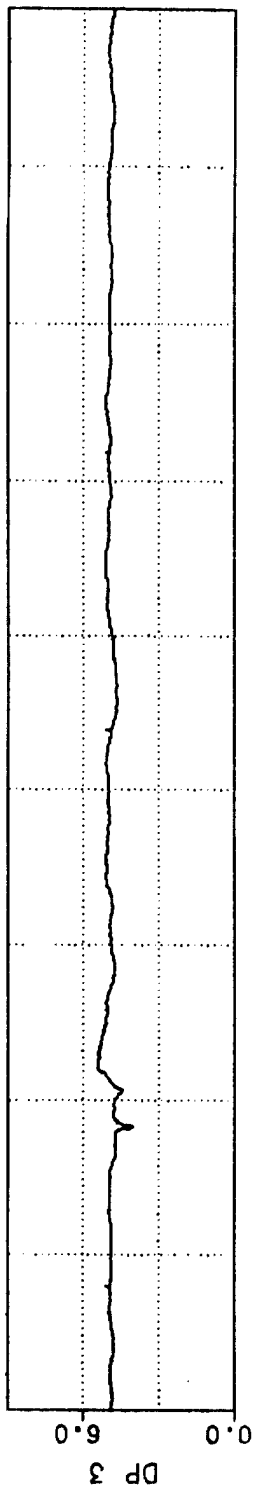
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 9 PAGE NO. 3

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

30 KNOTS : SPALL : LIGHT WEIGHT

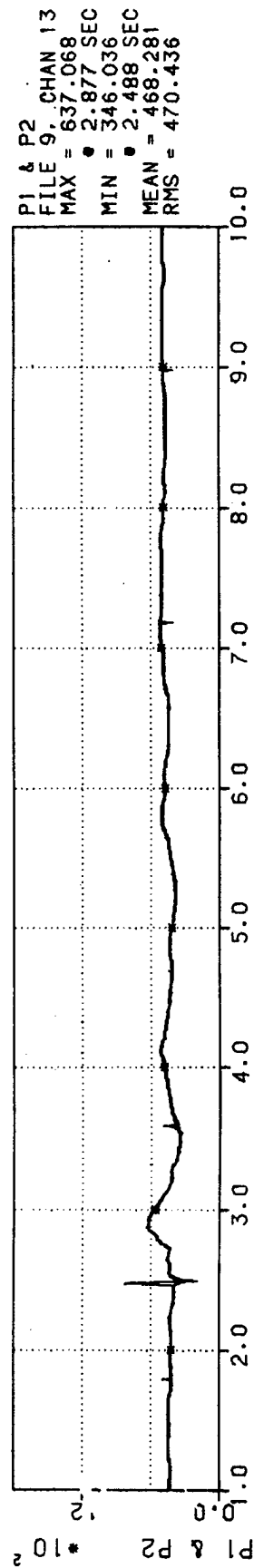
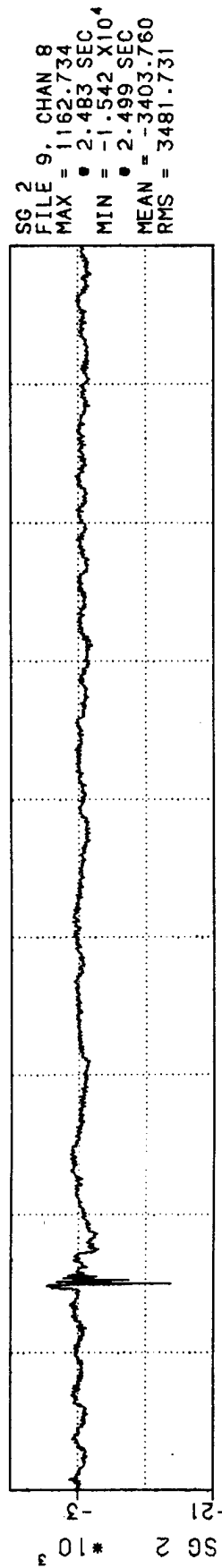
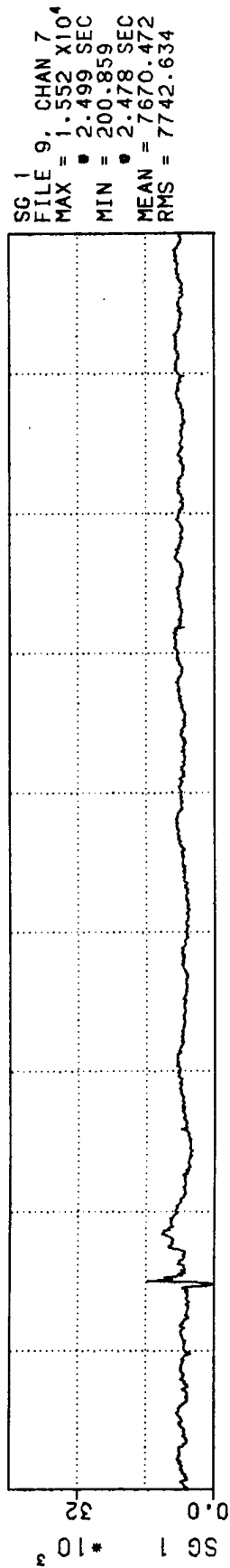
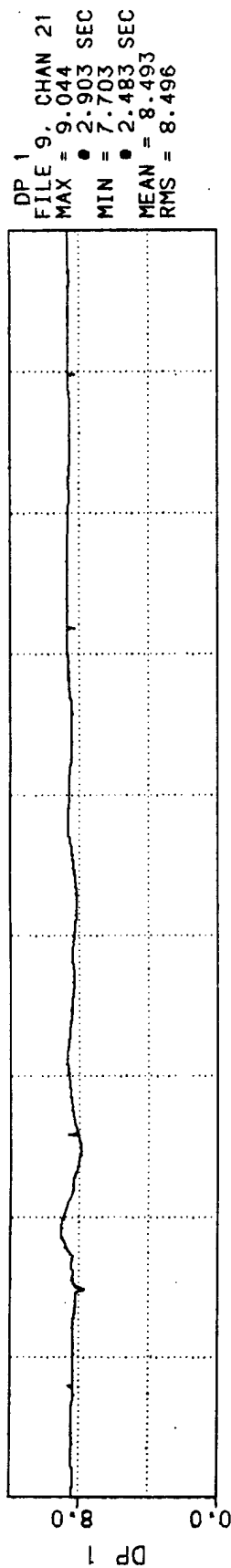


TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 9 PAGE NO. 4

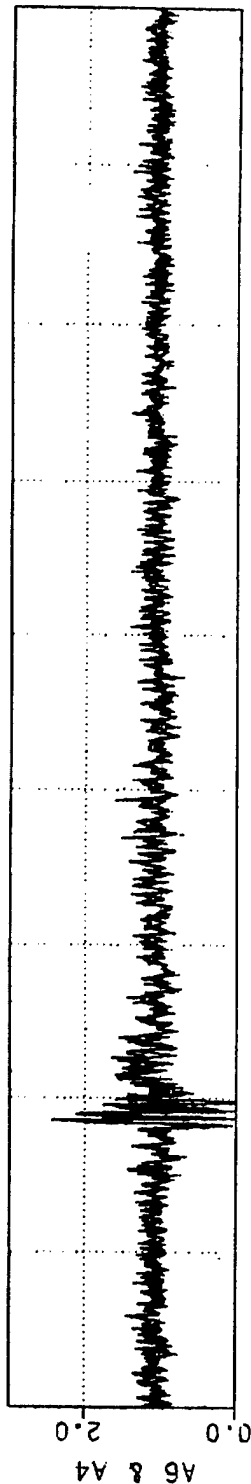
A-7D HAVE BOUNCE TEST: WHITEMAN AFB 30 KNOTS : SPALL : LIGHT WEIGHT



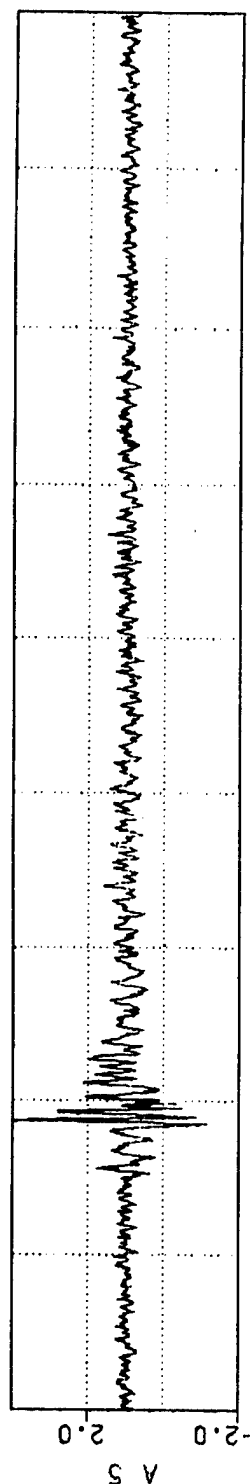
TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 9 PAGE NO. 5

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

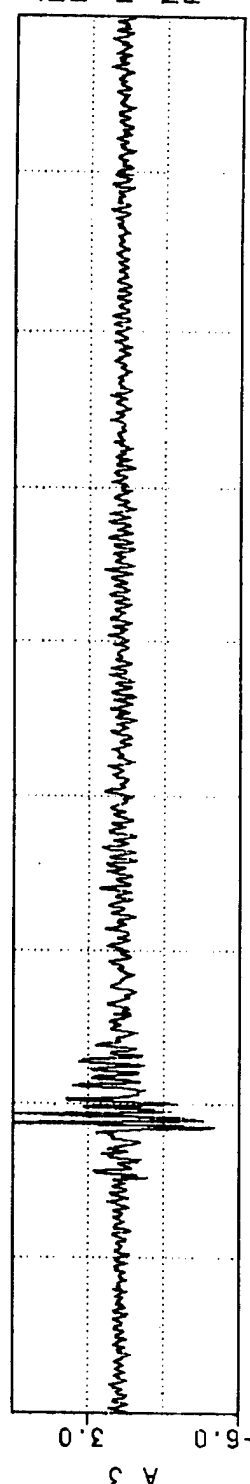
30 KNOTS : SPALL : LIGHT WEIGHT



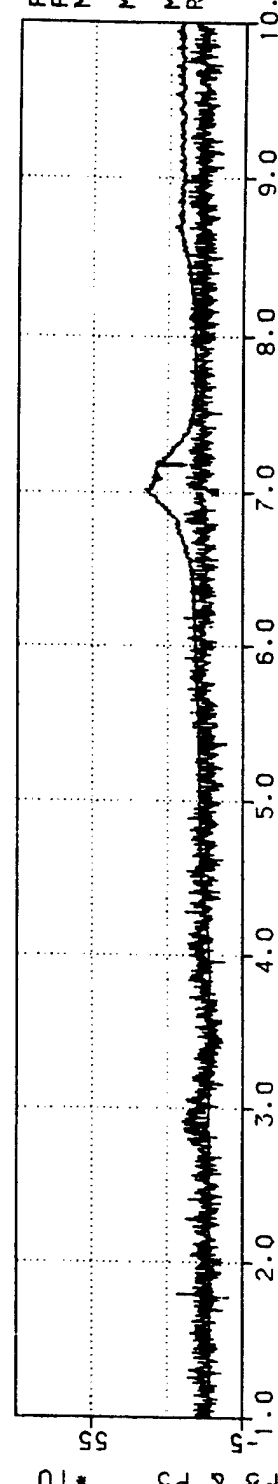
A6 & A4
FILE 9, CHAN 6
MAX = 2.109
MIN = 2.898 SEC
MEAN = 0.000 X10⁻¹⁰
RMS = 2.872 SEC
RMS = 1.022
RMS = 1.031



A 5
FILE 9, CHAN 5
MAX = 4.000
MIN = 2.867 SEC
MEAN = -1.145
RMS = 2.847 SEC
RMS = 0.963
RMS = 1.001



A 3
FILE 9, CHAN 3
MAX = 7.500
MIN = 2.929 SEC
MEAN = -4.533
RMS = 2.847 SEC
RMS = 1.073
RMS = 1.263



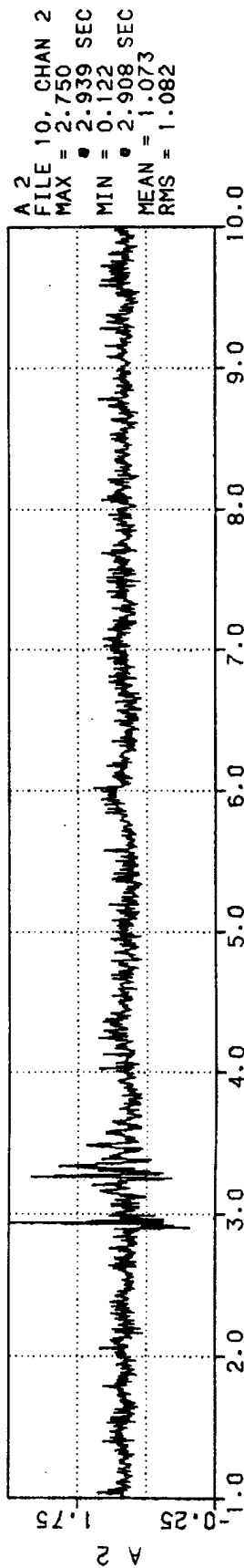
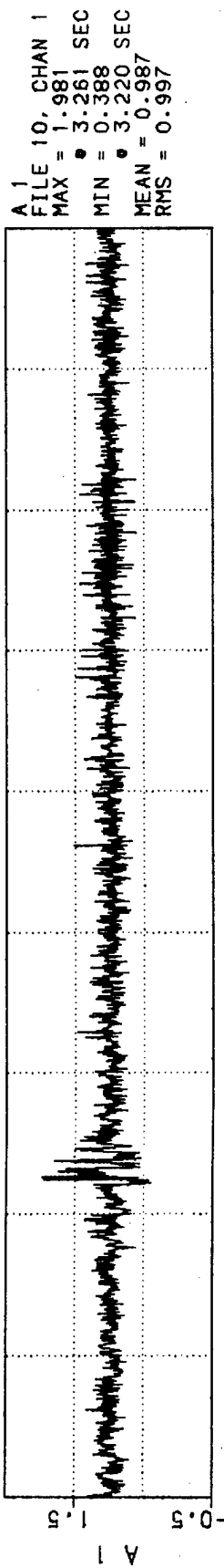
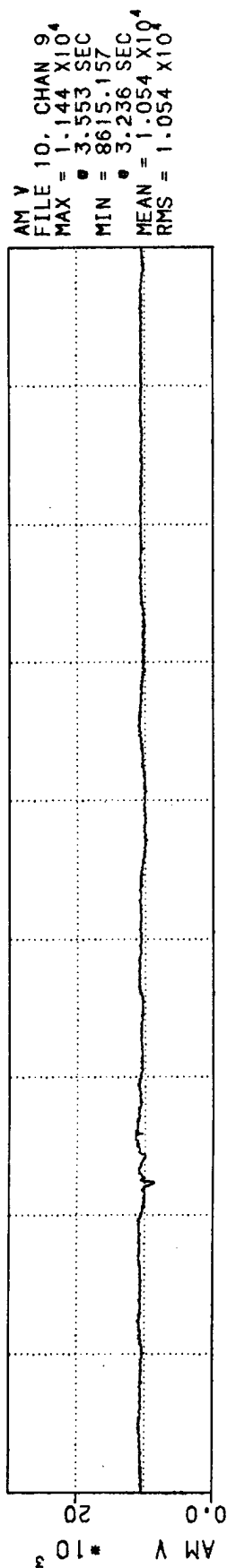
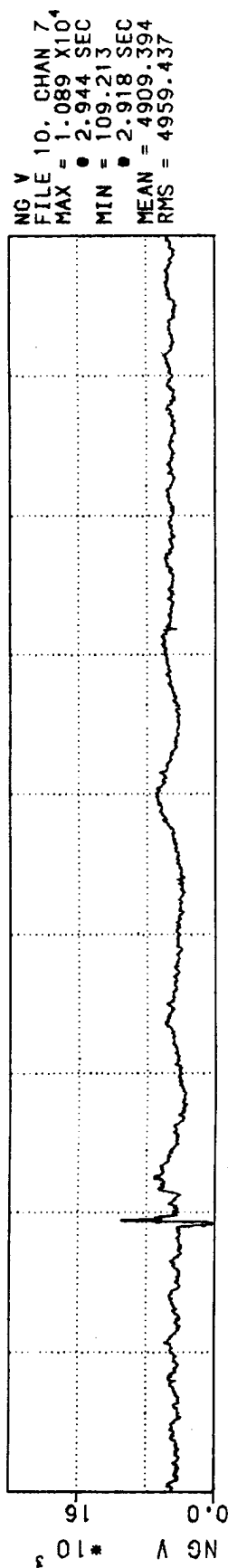
P8 & P5
FILE 9, CHAN 20
MAX = 339.053
MIN = 7.020 SEC
MEAN = 76.803 SEC
RMS = 3.098 SEC
RMS = 137.203
RMS = 147.495

TIME - SECONDS

DELTA T (NSEC) = 5.120

RUN NO. 9 PAGE NO. 6

A-7D HAVE BOUNCE TEST: WHITEMAN AFB 30 KNOTS : SPALL : LIGHT WEIGHT



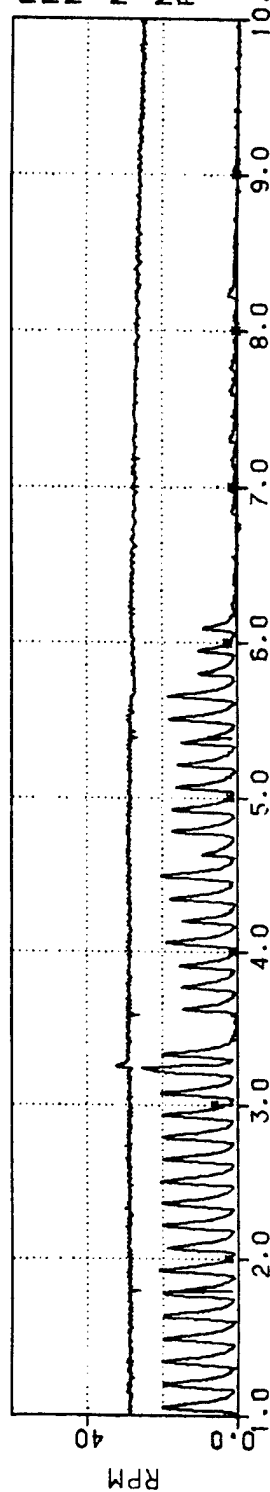
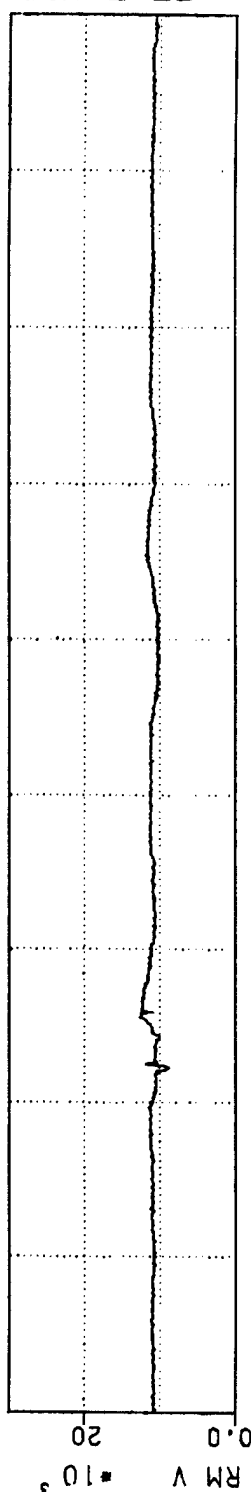
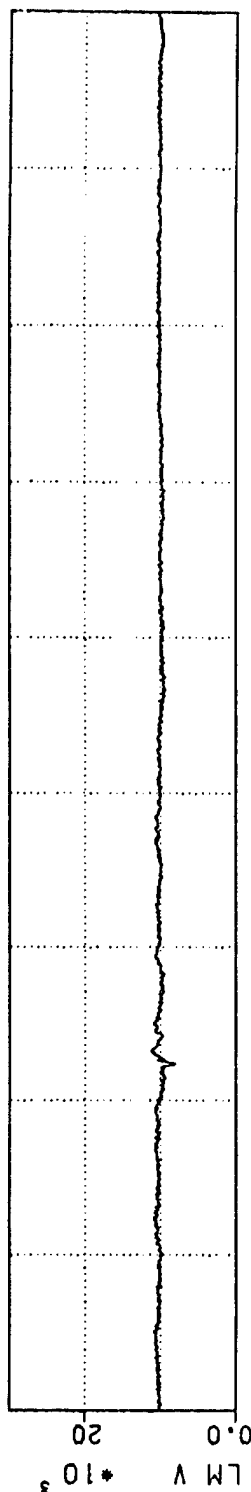
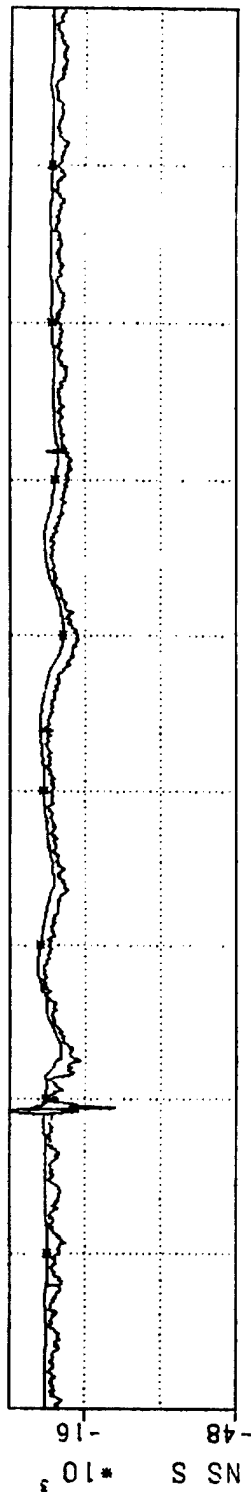
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 10 PAGE NO. 1

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

30 KNOTS : SPALL : LIGHT WEIGHT



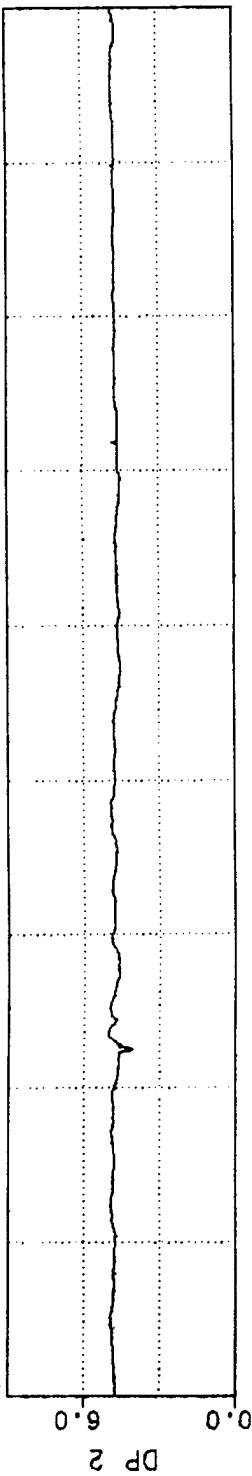
TIME - SECONDS

DELTA T (MSEC) = 5.120

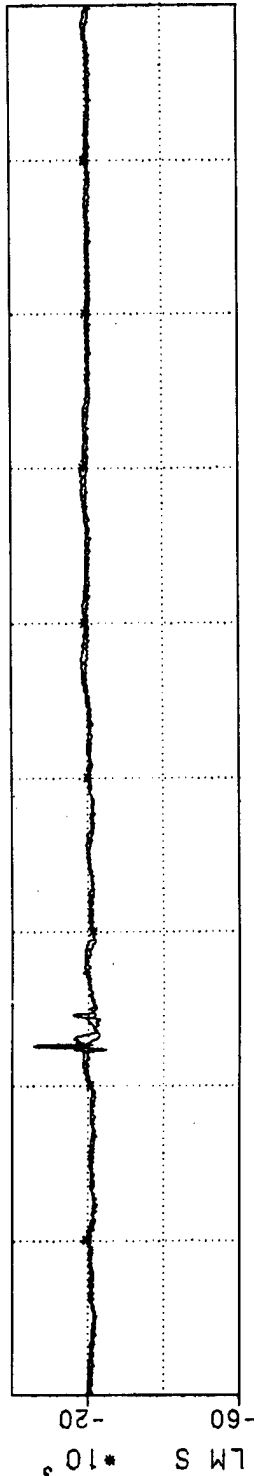
RUN NO. 10 PAGE NO. 2

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

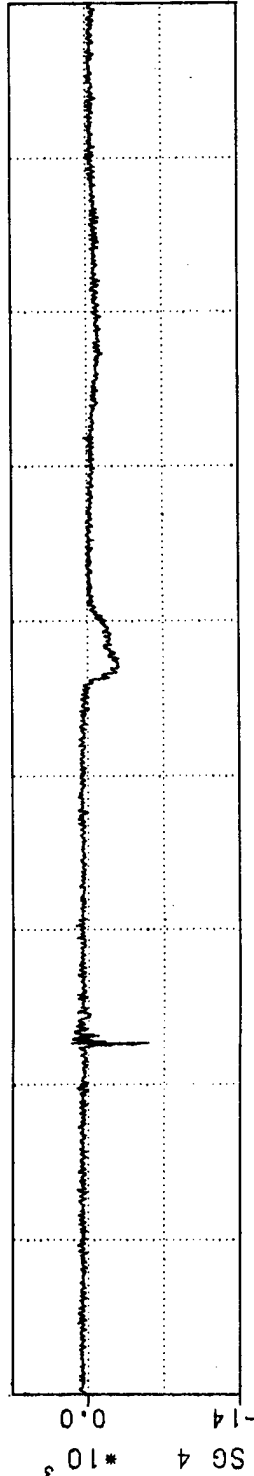
30 KNOTS : SPALL : LIGHT WEIGHT



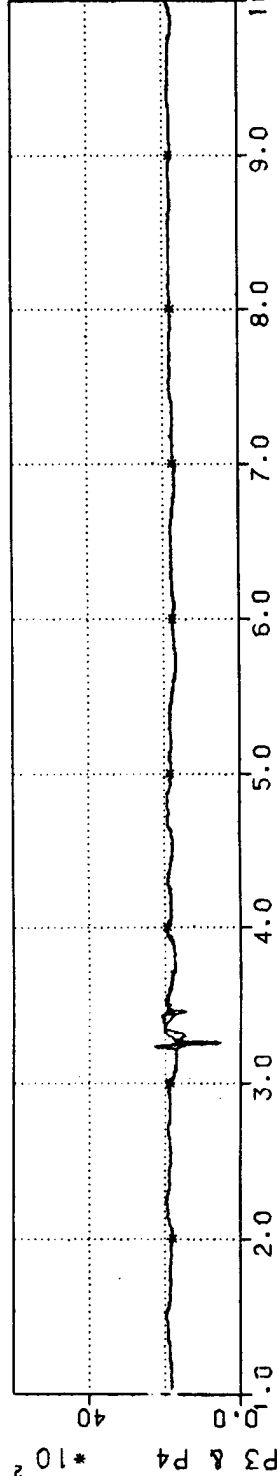
DP 2
FILE 10, CHAN 22
MAX = 5.030
MIN = 3.338 SEC
MEAN = 4.027
RMS = 3.246 SEC
RMS = 4.744



LM S
FILE 10, CHAN 9
MAX = -1.612 X10⁴
MIN = 3.241 SEC
MEAN = -2.298 X10⁴
RMS = 3.333 SEC
RMS = -2.080 X10⁴
RMS = 2.081 X10⁴



SG 4
FILE 10, CHAN 10
MAX = 1569.500
MIN = 3.267 SEC
MEAN = -5566.793
RMS = 3.261 SEC
RMS = -77.418
RMS = 728.401



P3 & P4
FILE 10, CHAN 15
MAX = 2029.942
MIN = 3.333 SEC
MEAN = 1386.319
RMS = 3.246 SEC
RMS = 1822.165
RMS = 1823.359

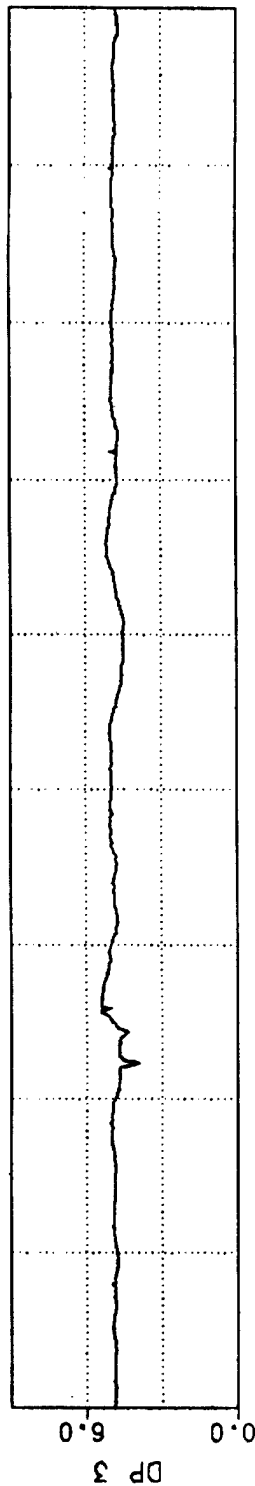
TIME - SECONDS

DELTA T (MSEC) = 5.120

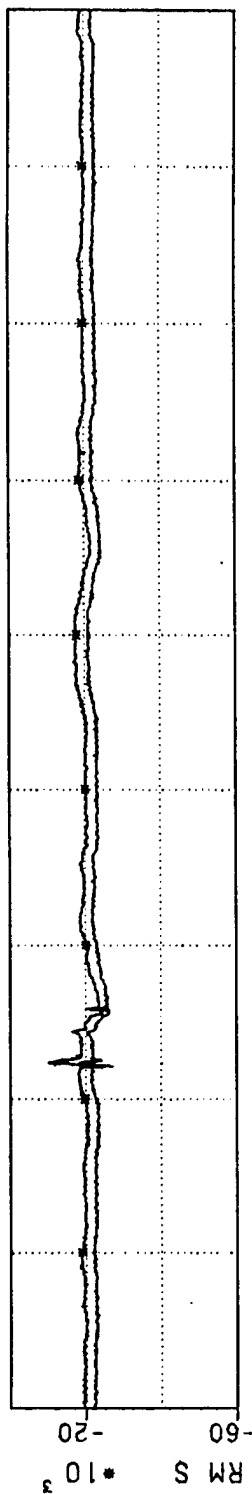
RUN NO. 10 PAGE NO. 3

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

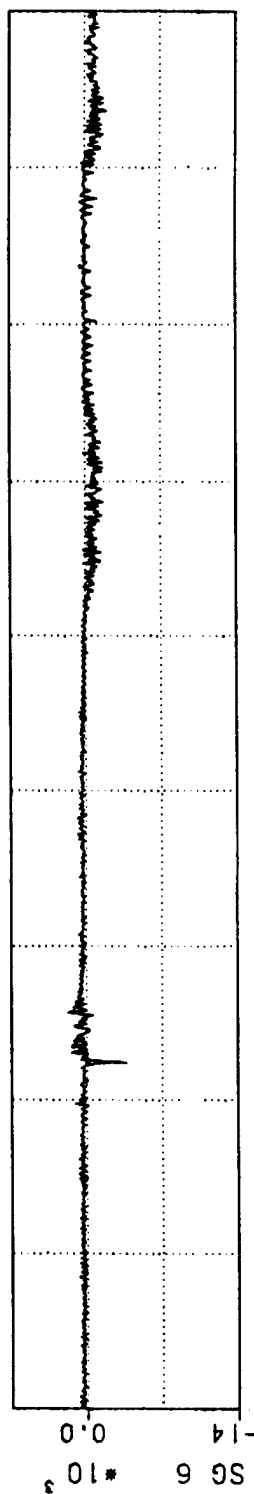
30 KNOTS : SPALL : LIGHT WEIGHT



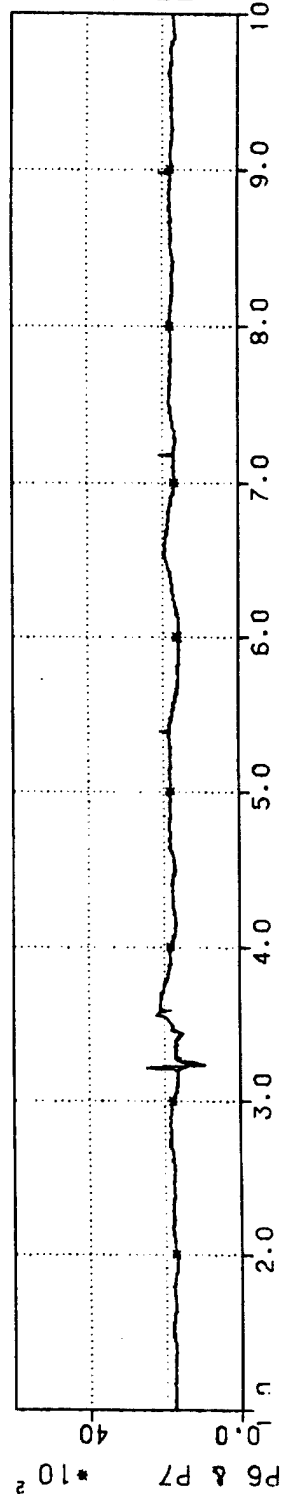
DP 3
FILE 10, CHAN 23
MAX = 5.407
MIN = 3.569 SEC
MEAN = 3.906
RMS = 3.231 SEC
RMS = 4.866



RM S
FILE 10, CHAN 11
MAX = -1.764 X10⁴
MIN = -2.263 X10⁴
MEAN = -2.263 X10⁴
RMS = 2.264 X10⁴



SG 6
FILE 10, CHAN 12
MAX = 1658.969
MIN = -3622.754
MEAN = 2.292
RMS = 540.526

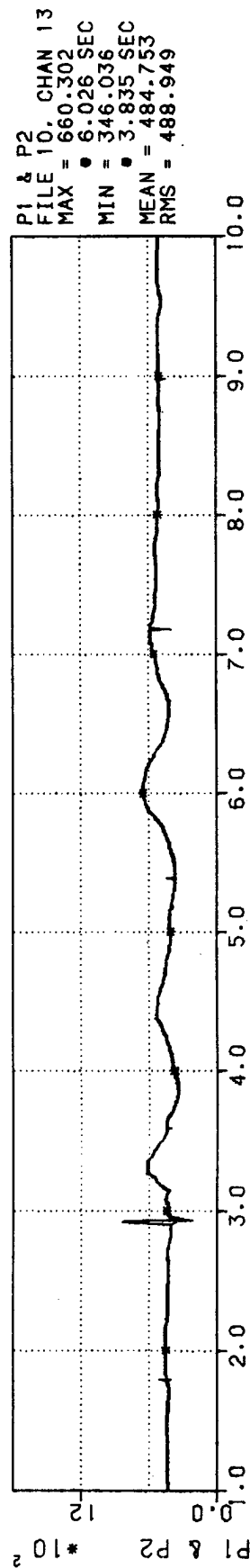
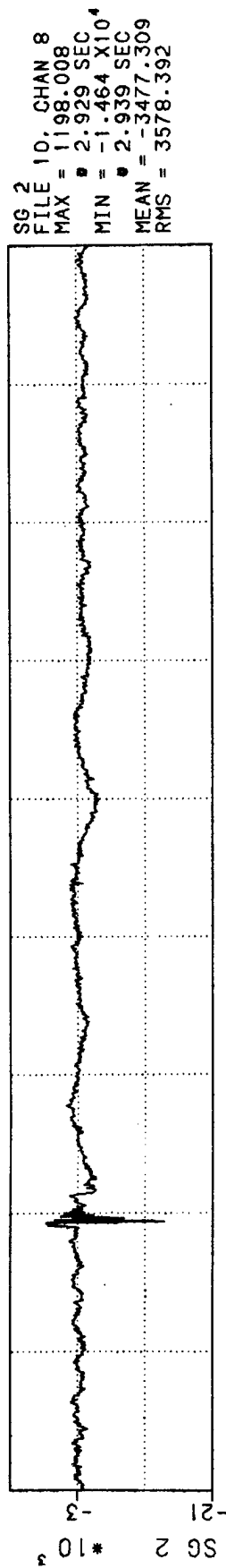
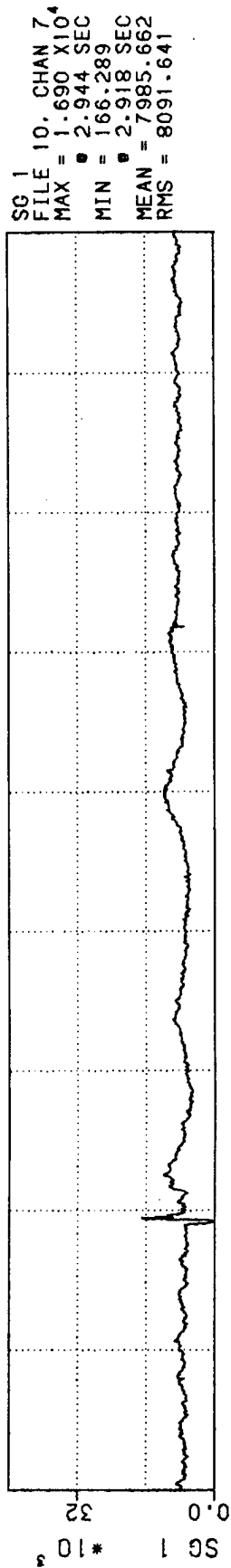
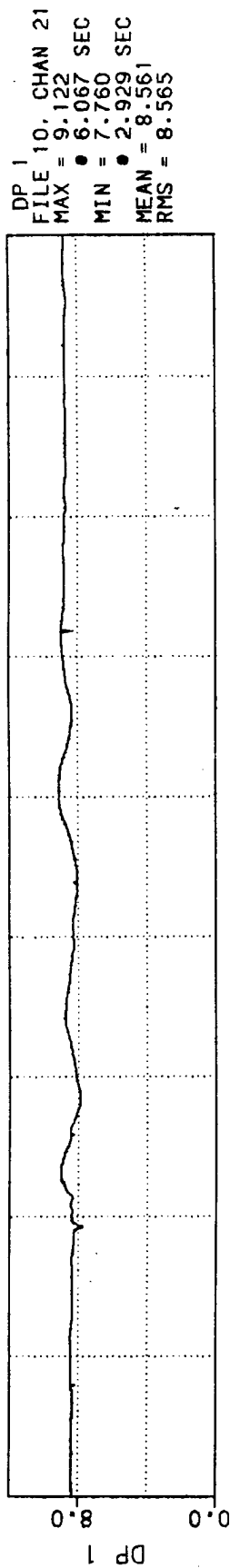


P6 & P7
FILE 10, CHAN 18
MAX = 2170.359
MIN = 1331.683
MEAN = 1769.293
RMS = 1771.630

DELTA T (MSEC) = 5.120
RUN NO. 10 PAGE NO. 4

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

30 KNOTS : SPALL : LIGHT WEIGHT



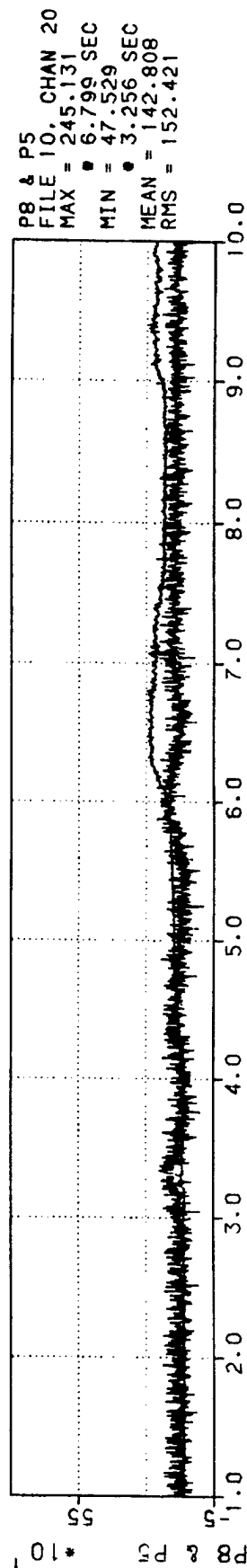
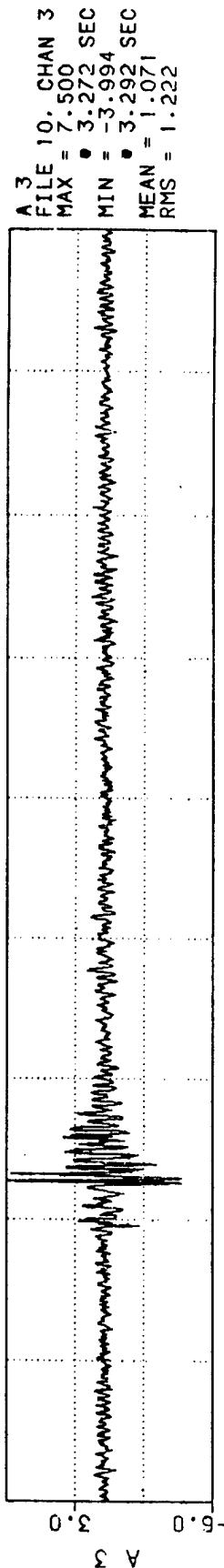
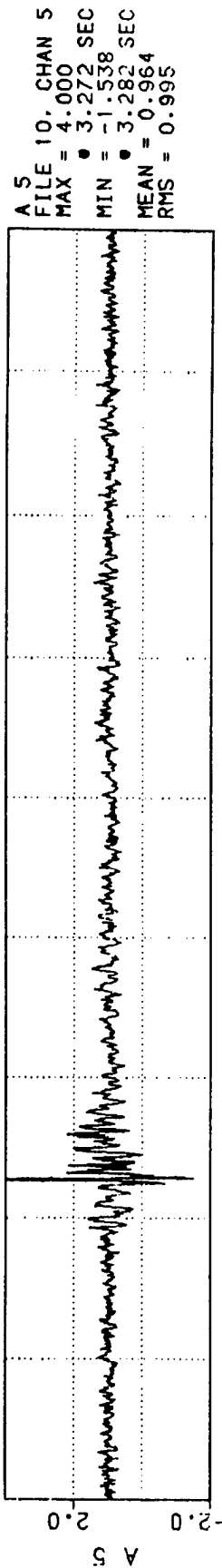
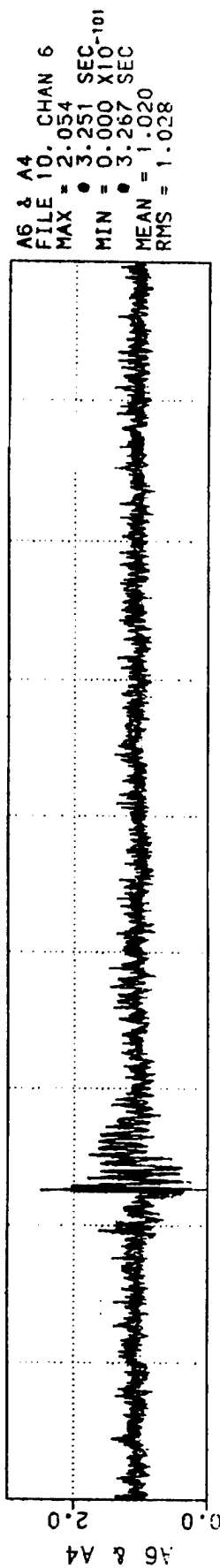
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 10 PAGE NO. 5

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

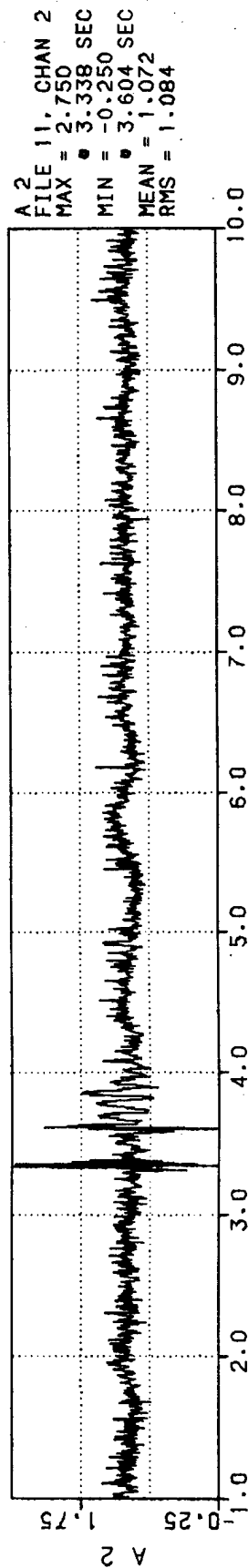
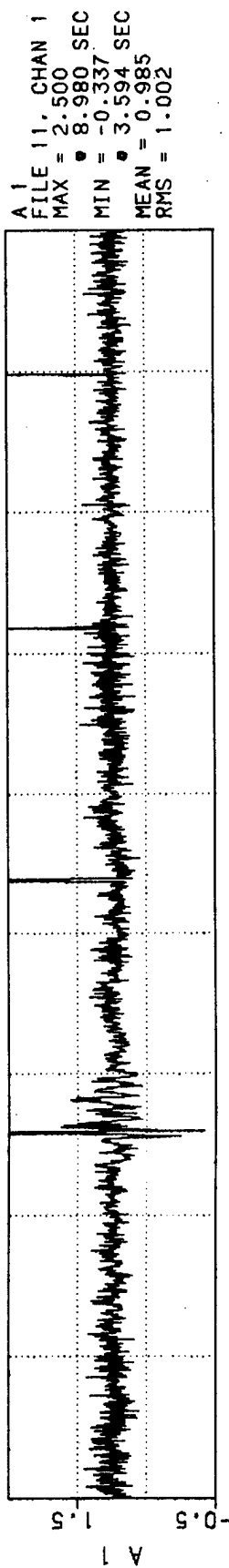
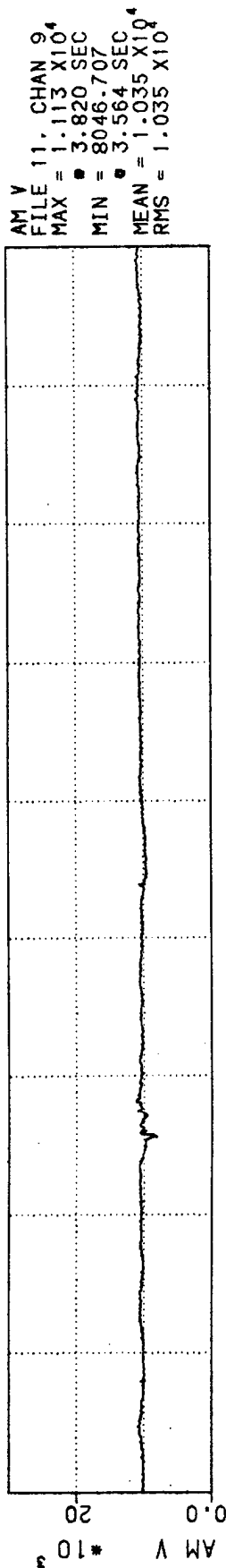
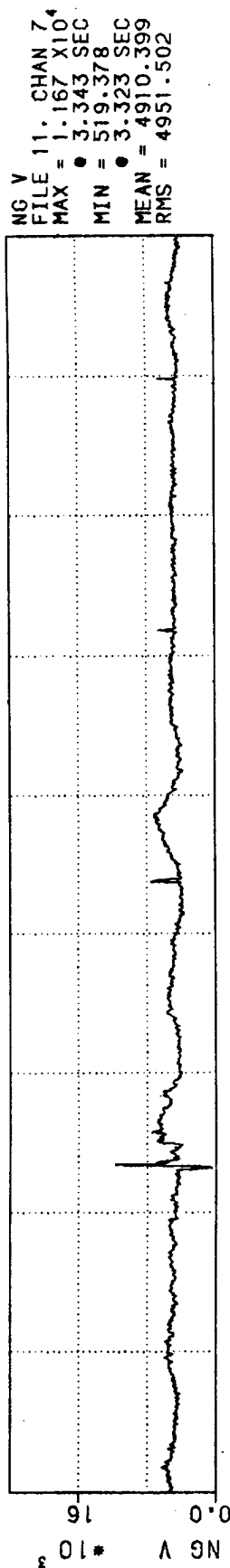
30 KNOTS : SPALL : LIGHT WEIGHT



TIME - SECONDS
 RUN NO. 10
 PAGE NO. 6
 DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

40 KNOTS : SPALL : LIGHT WEIGHT



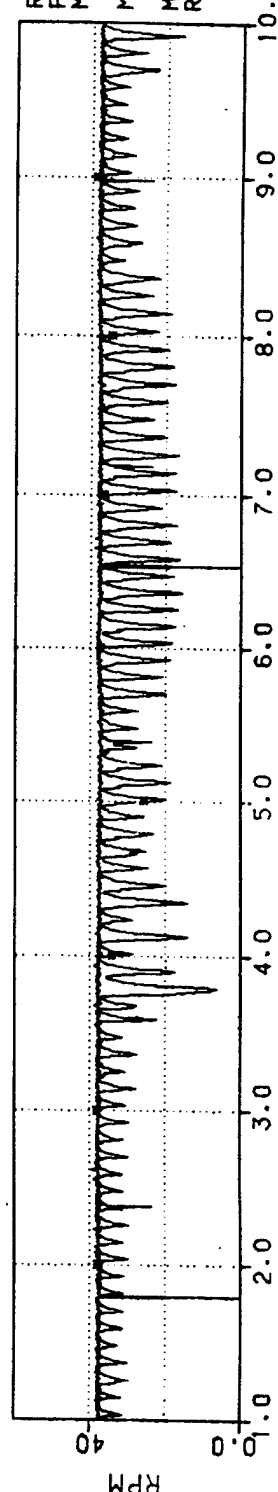
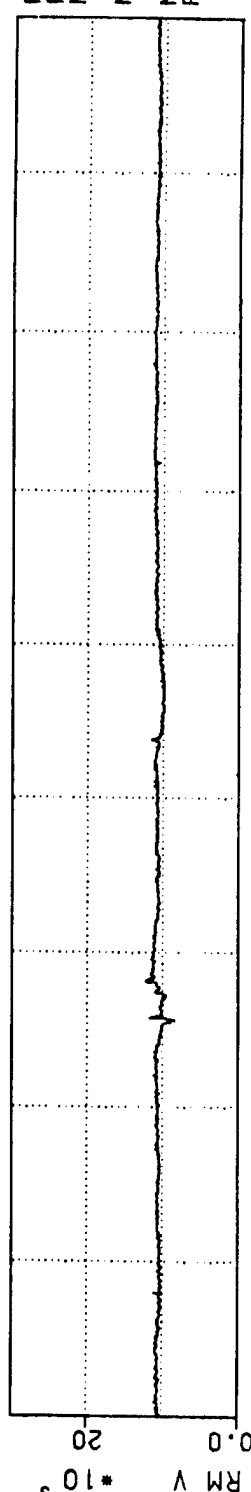
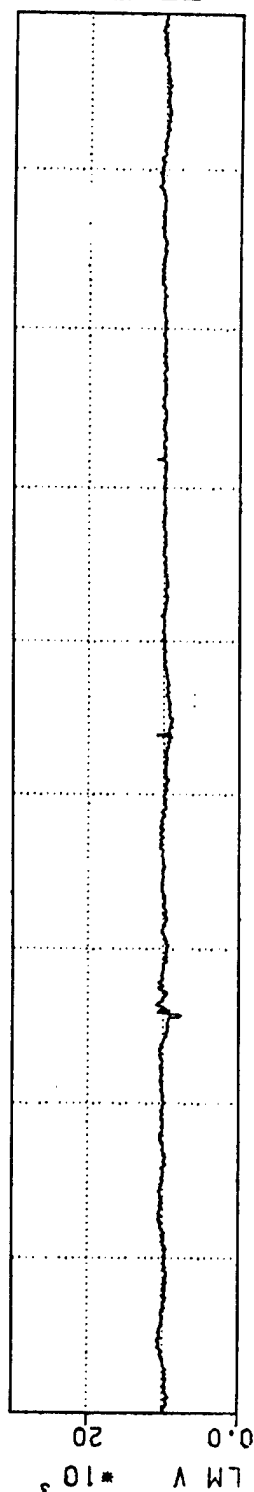
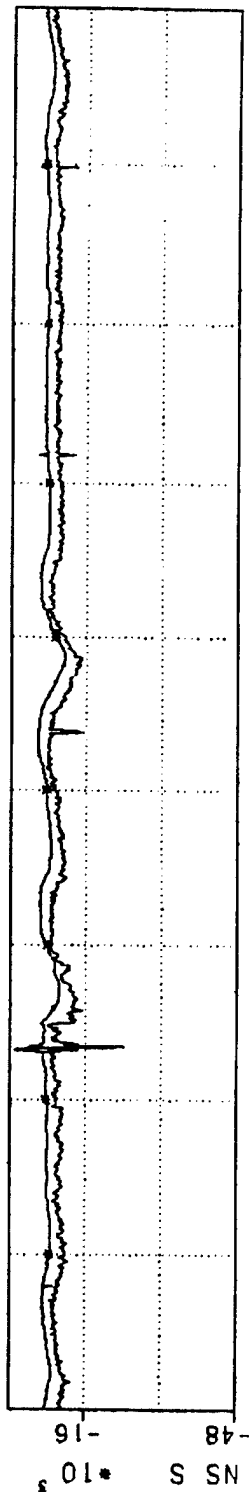
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 11 PAGE NO. 1

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

40 KNOTS : SPALL : LIGHT WEIGHT

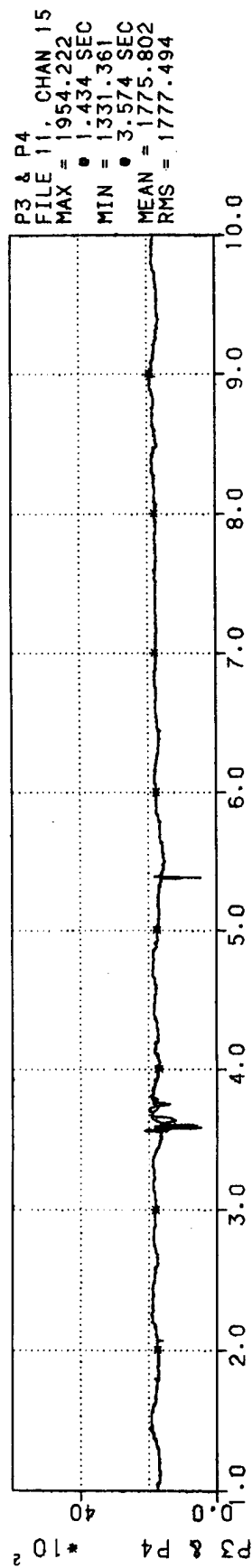
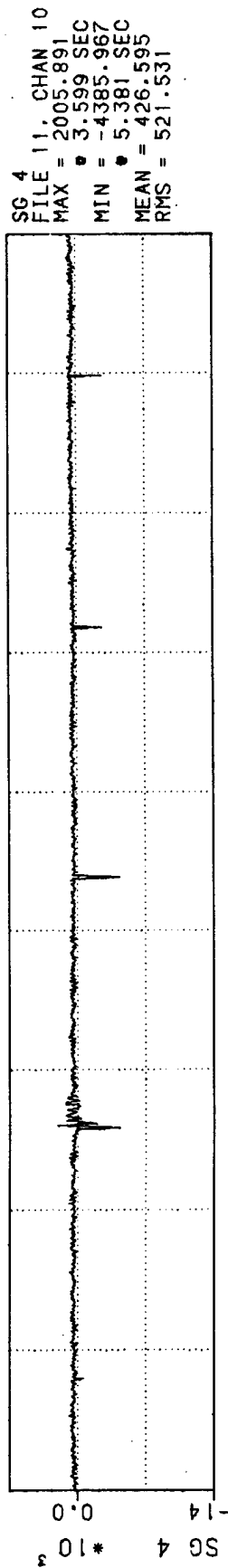
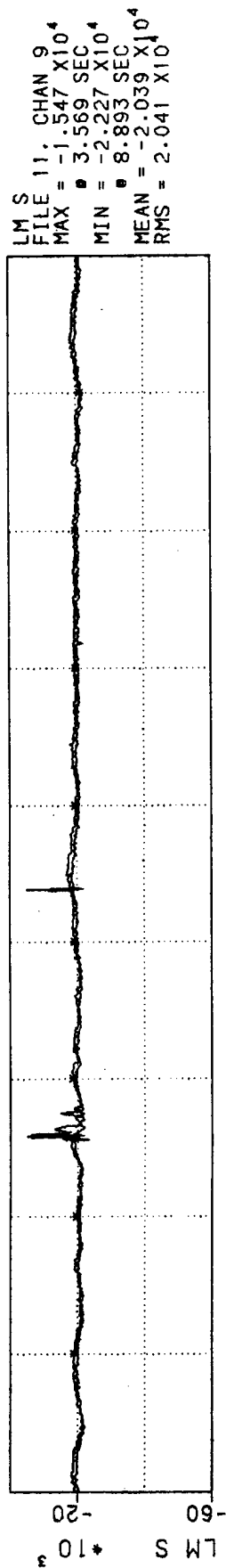
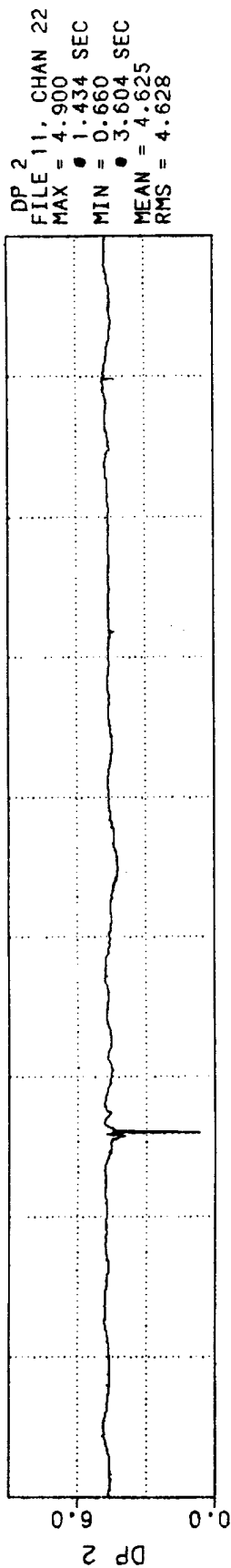


TIME - SECONDS

DELTA T (MSEC) = 5.120
RUN NO. 11 PAGE NO. 2

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

40 KNOTS : SPALL : LIGHT WEIGHT



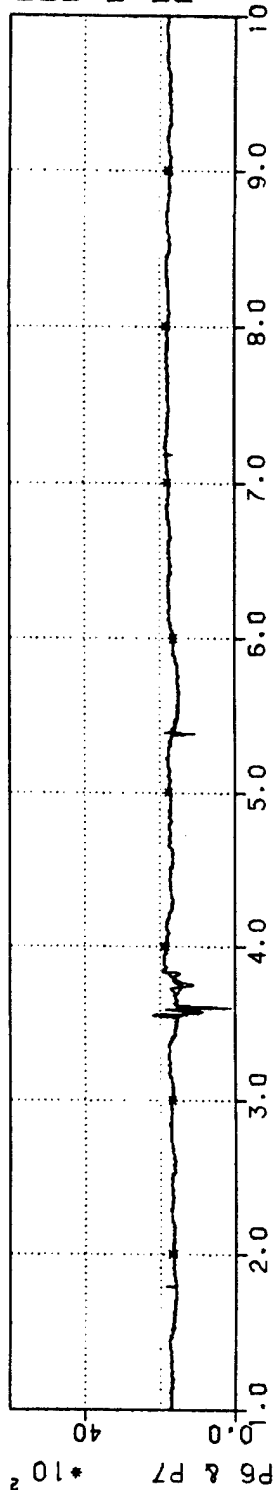
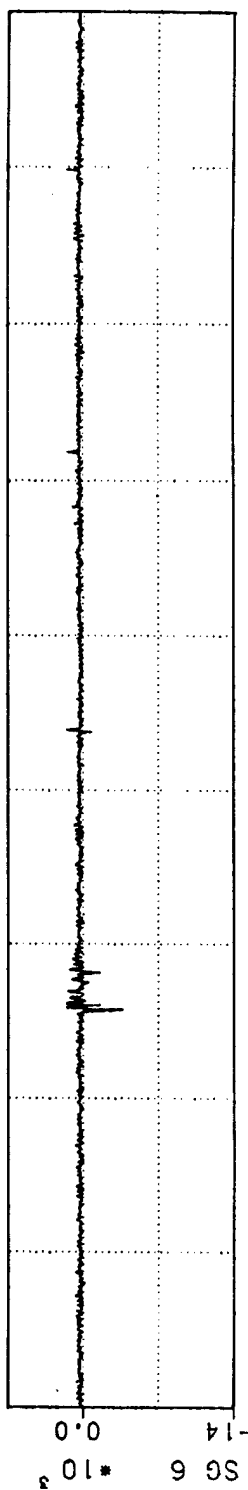
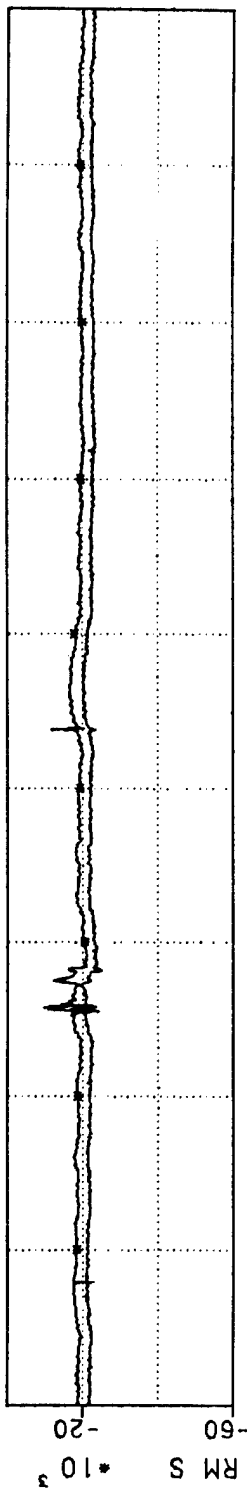
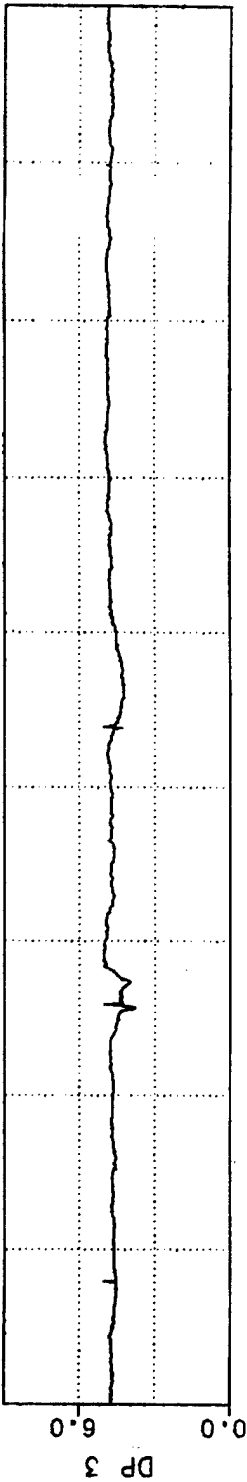
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 11 PAGE NO. 3

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

40 KNOTS : SPALL : LIGHT WEIGHT

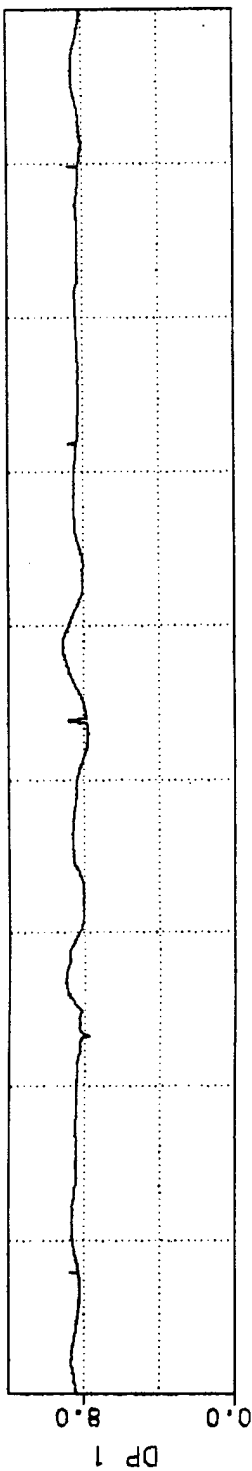


DELTA T (MSEC) = 5.120
RUN NO. 11 PAGE NO. 4

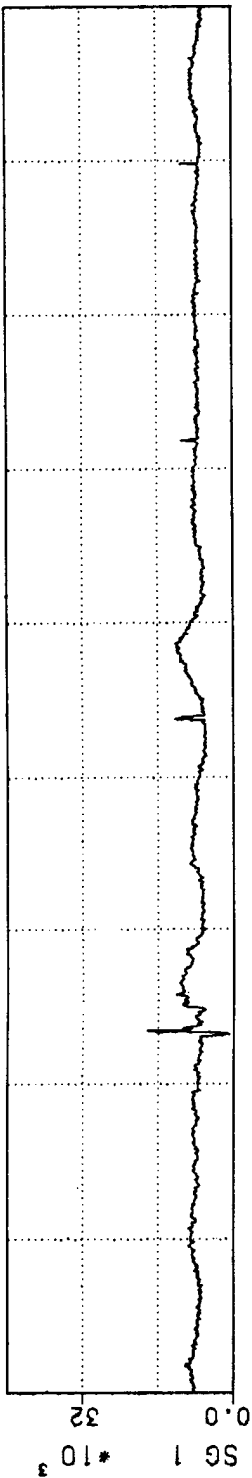
A-7D HAVE BOUNCE TEST: WHITEMAN AFB

40 KNOTS : SPALL : LIGHT WEIGHT

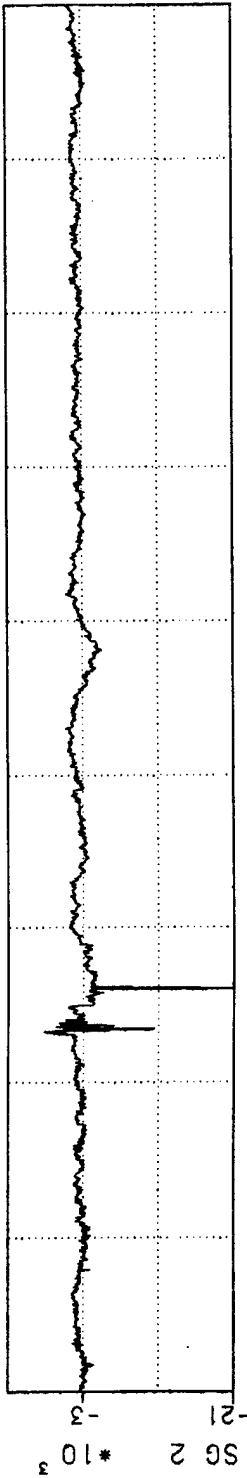
DP 1
FILE 11, CHAN 21
MAX = 9.122
MIN = 7.754
MEAN = 8.384
RMS = 8.387



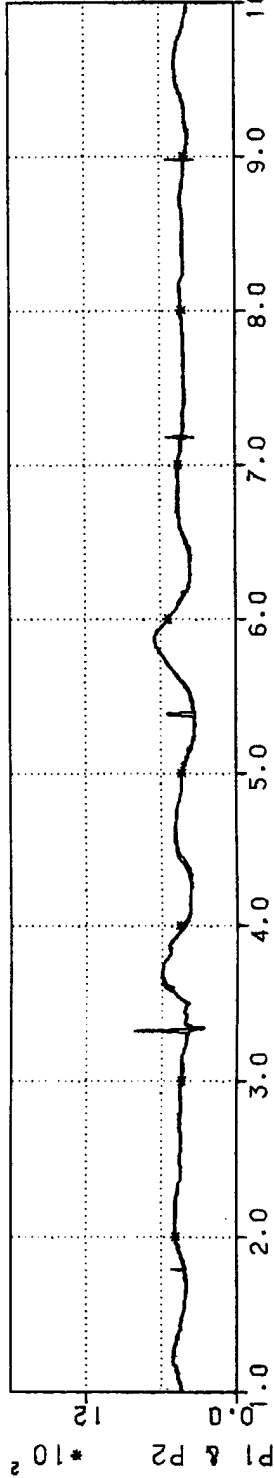
SG 1
FILE 11, CHAN 7
MAX = 1.811 X10⁴
MIN = 788.547
MEAN = 7842.011
RMS = 7928.887



SG 2
FILE 11, CHAN 8
MAX = 1691.820
MIN = -2.100 X10⁴
MEAN = -2581.405
RMS = 2721.858



P1 & P2
FILE 11, CHAN 13
MAX = 654.187
MIN = 331.362
MEAN = 444.737
RMS = 448.160



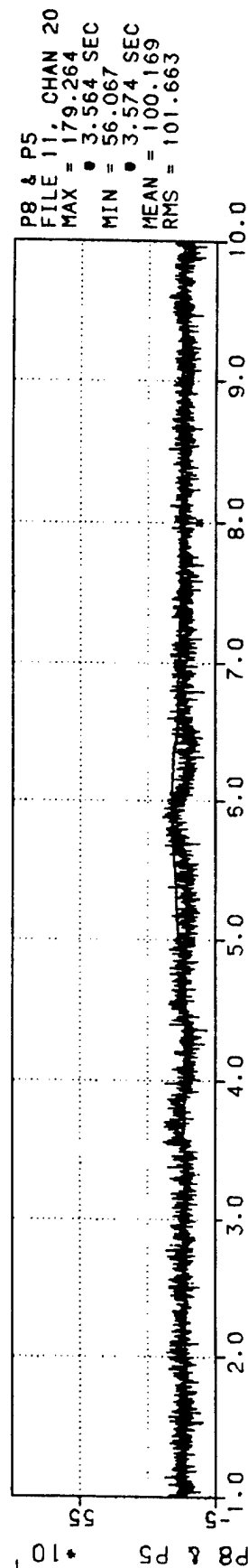
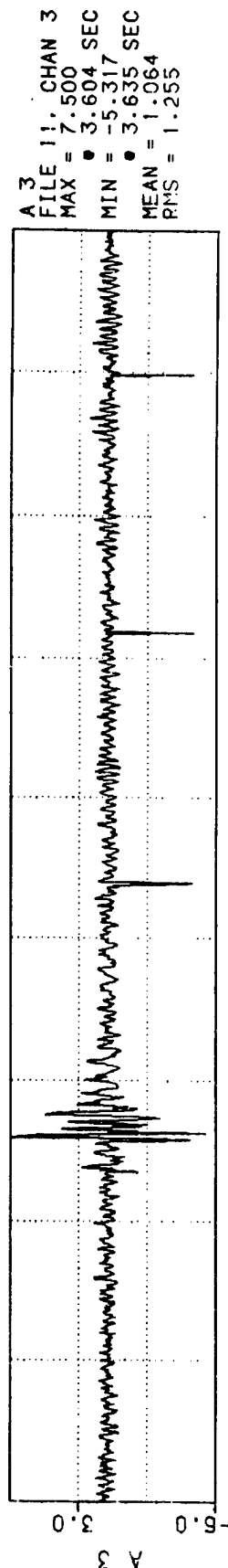
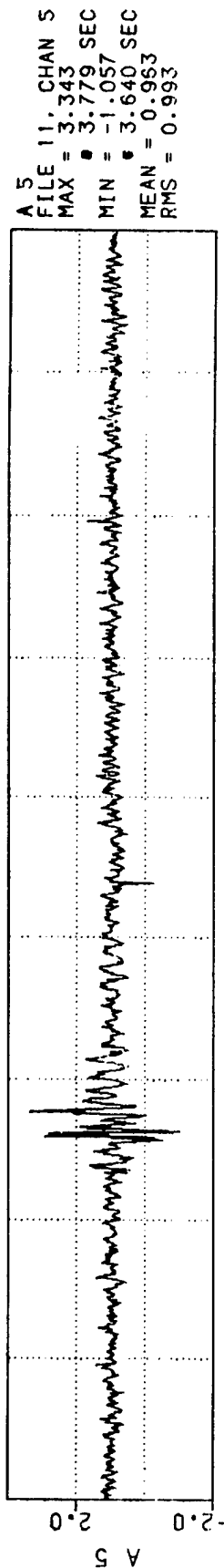
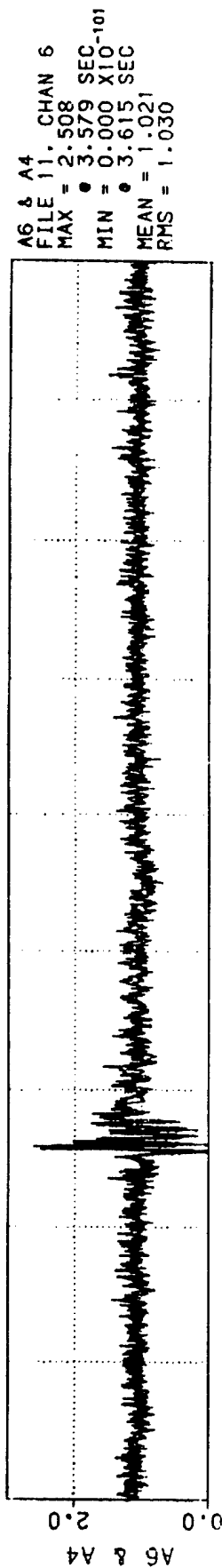
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 11 PAGE NO. 5

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

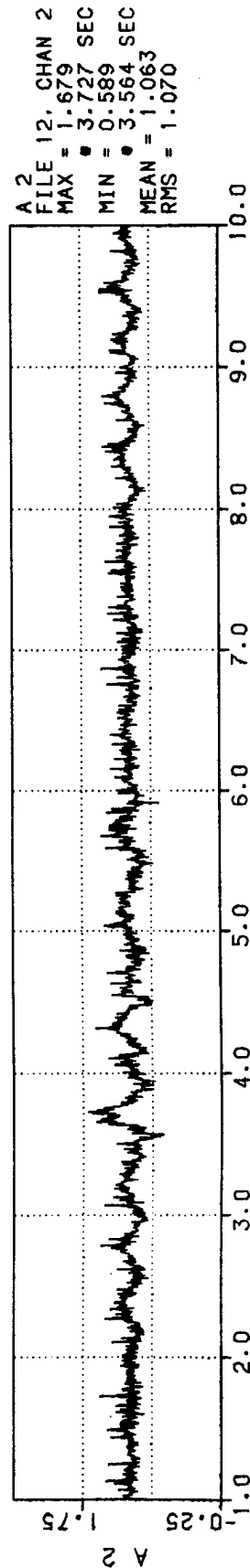
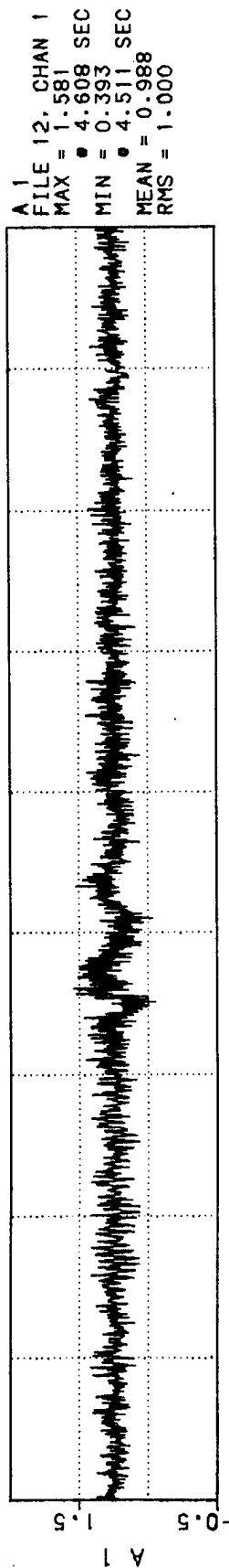
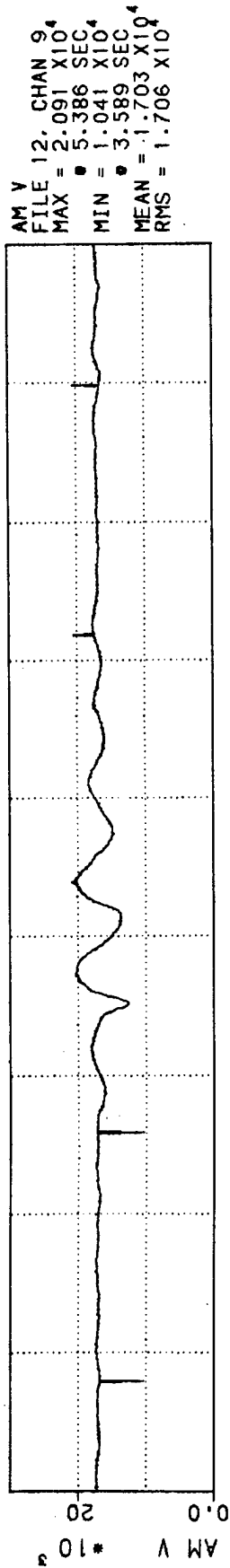
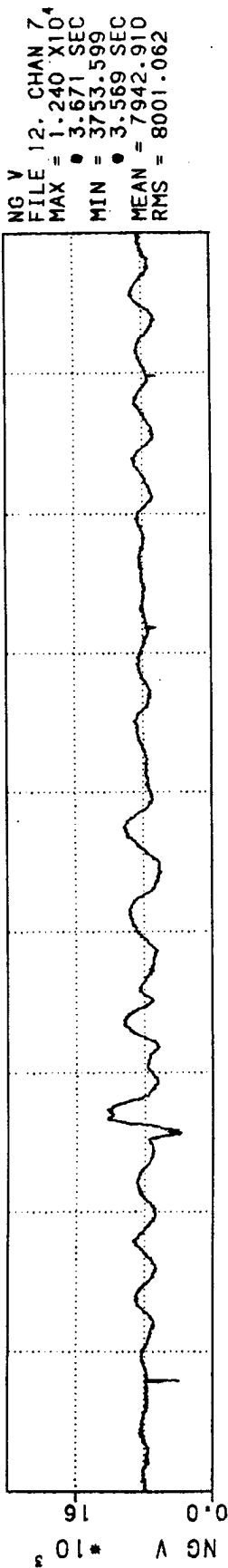
40 KNOTS : SPALL : LIGHT WEIGHT



TIME - SECONDS
 RUN NO. 11 PAGE NO. 6
 DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

10 KNOTS : SPALL : HEAVY WEIGHT



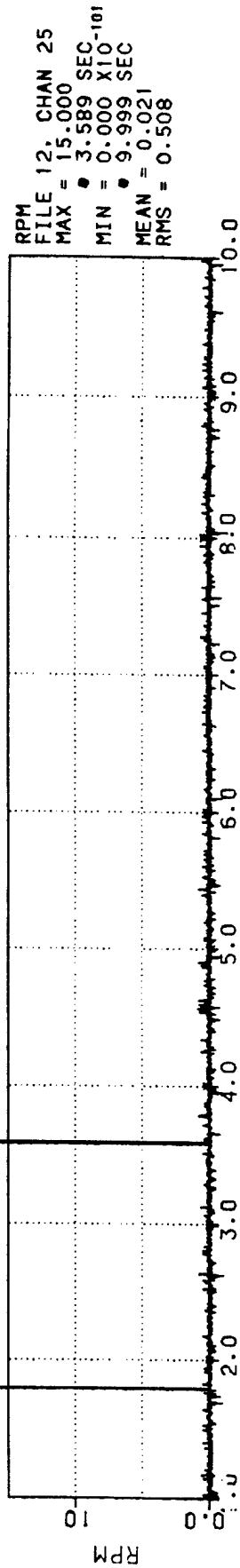
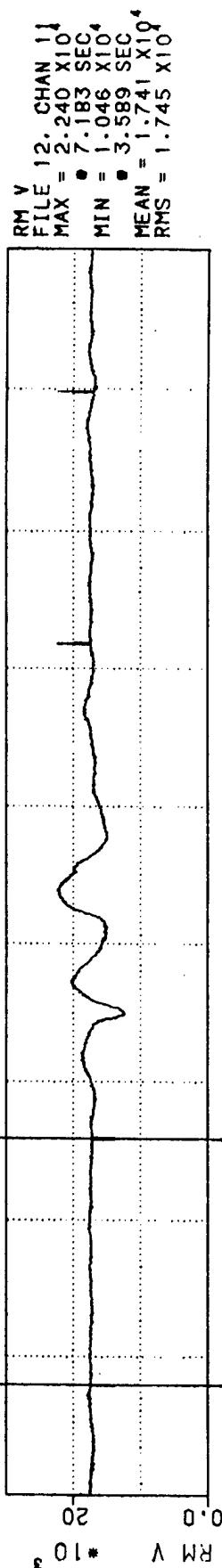
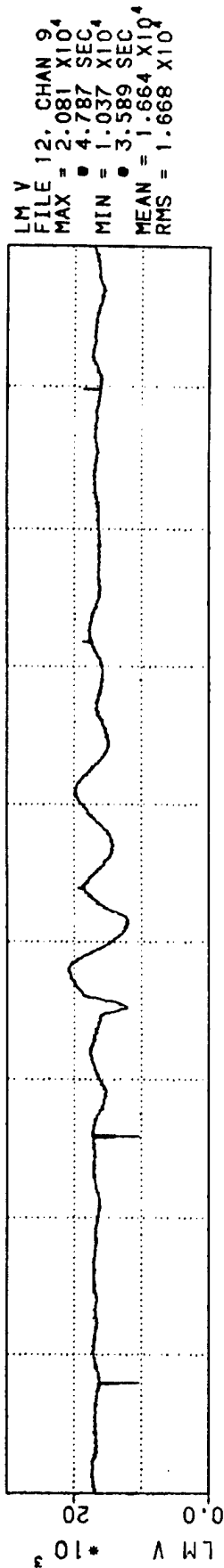
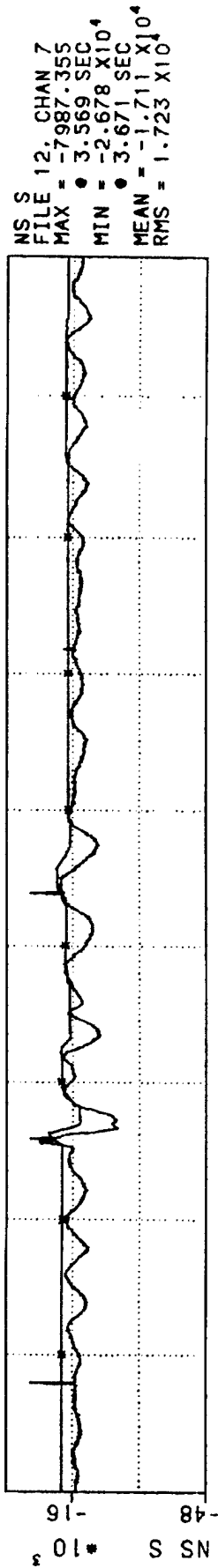
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 12 PAGE NO. 1

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

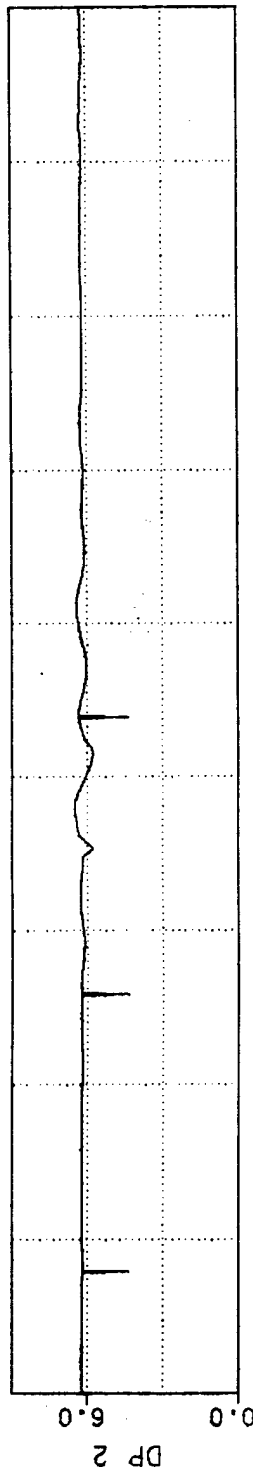
10 KNOTS : SPALL : HEAVY WEIGHT



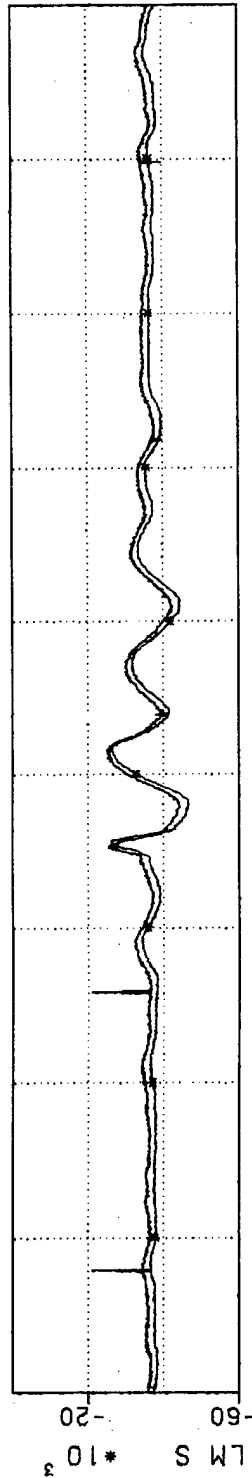
TIME - SECONDS
 RUN NO. 12 PAGE NO. 2
 DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

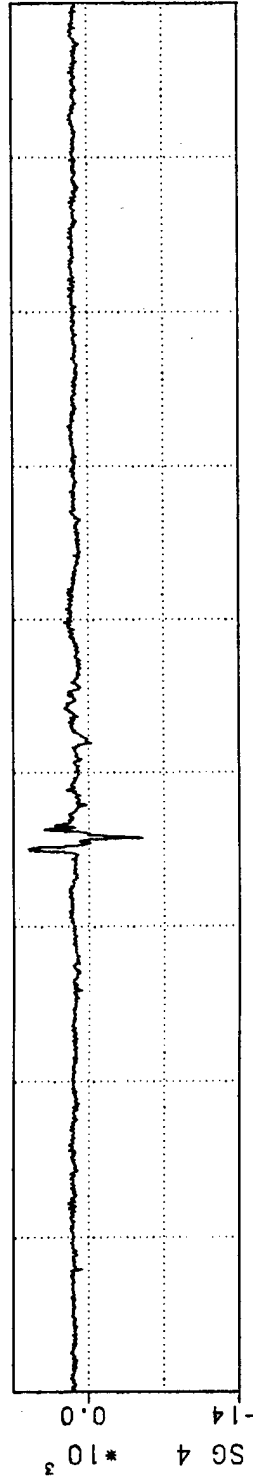
10 KNOTS : SPALL : HEAVY WEIGHT



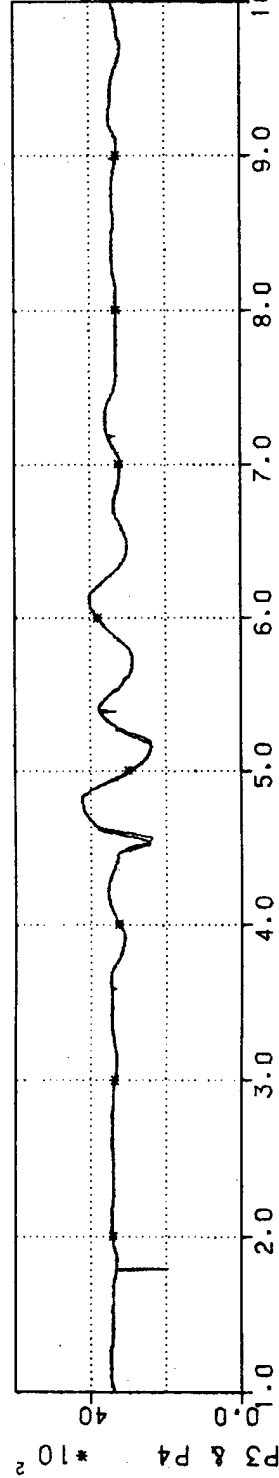
DP 2
FILE 12, CHAN 22
MAX = 6.482
MIN = 4.833 SEC
MEAN = 4.340
RMS = 5.386 SEC
RMS = 6.201



LM S
FILE 12, CHAN 9
MAX = -2.115 X10⁴
MIN = 3.589 SEC
MEAN = -4.436 X10⁴
RMS = 4.808 SEC
RMS = -3.529 X10⁴
RMS = 3.539 X10⁴



SG 4
FILE 12, CHAN 10
MAX = 5574.037
MIN = 4.500 SEC
MEAN = -5002.053
RMS = 4.572 SEC
RMS = 1329.605
RMS = 1398.821



P3 & P4
FILE 12, CHAN 15
MAX = 4228.275
MIN = 4.828 SEC
MEAN = 2381.676
RMS = 5.161 SEC
RMS = 3367.632
RMS = 3377.245

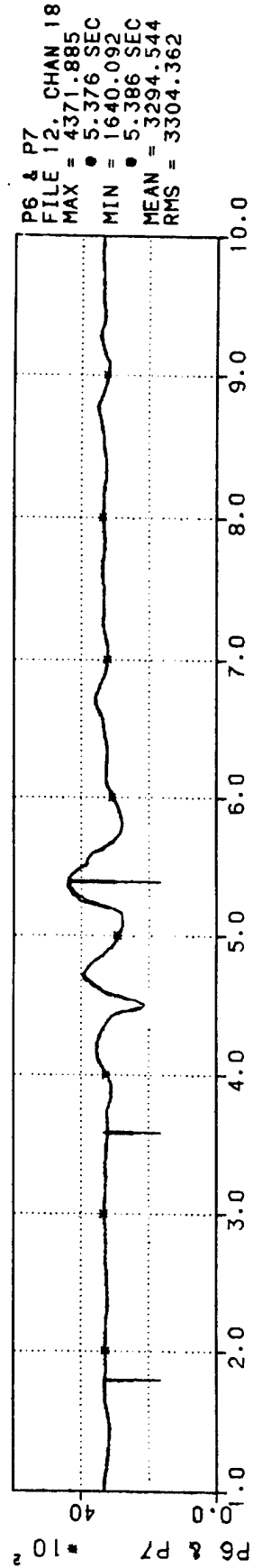
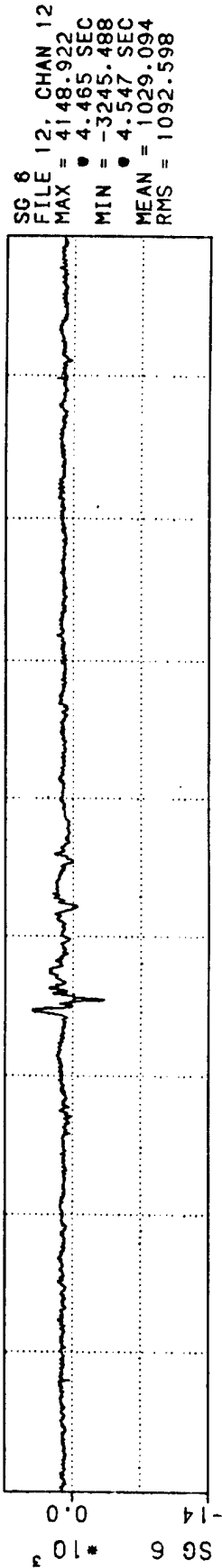
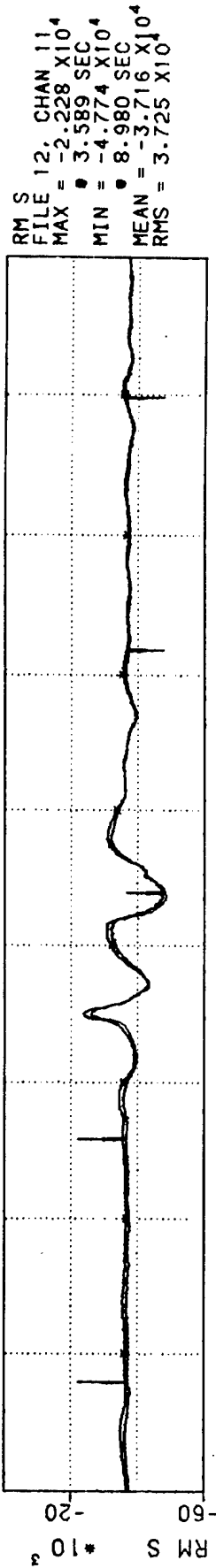
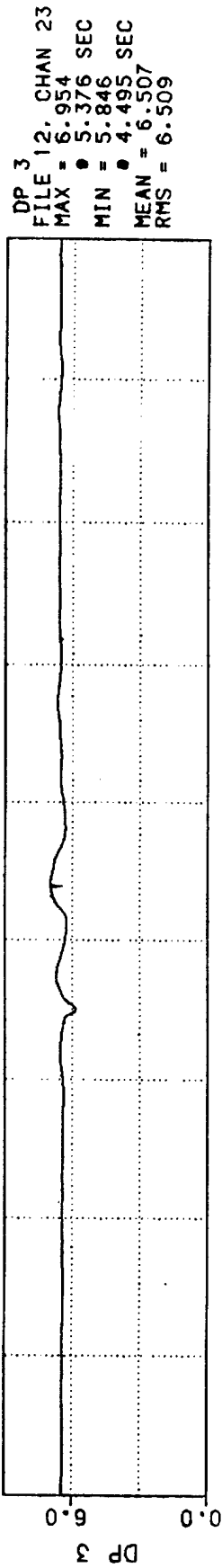
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 12 PAGE NO. 3

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

10 KNOTS : SPALL : HEAVY WEIGHT



TIME - SECONDS

DELTA T (MSEC) = 5.120

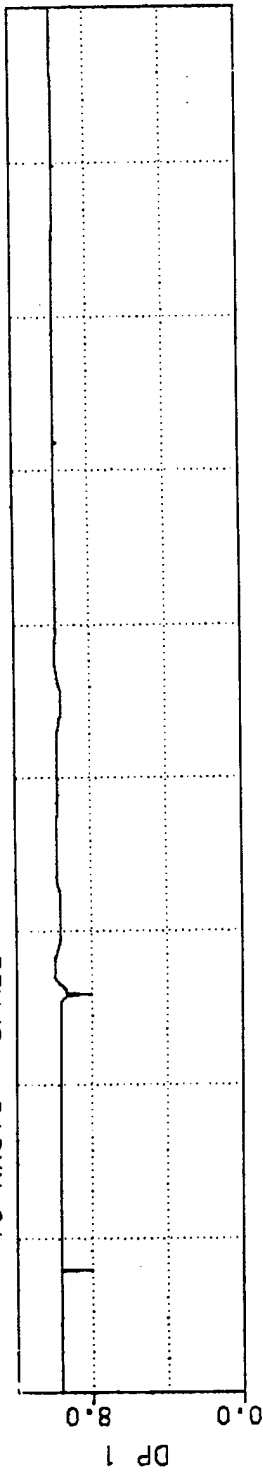
RUN NO. 12

PAGE NO. 4

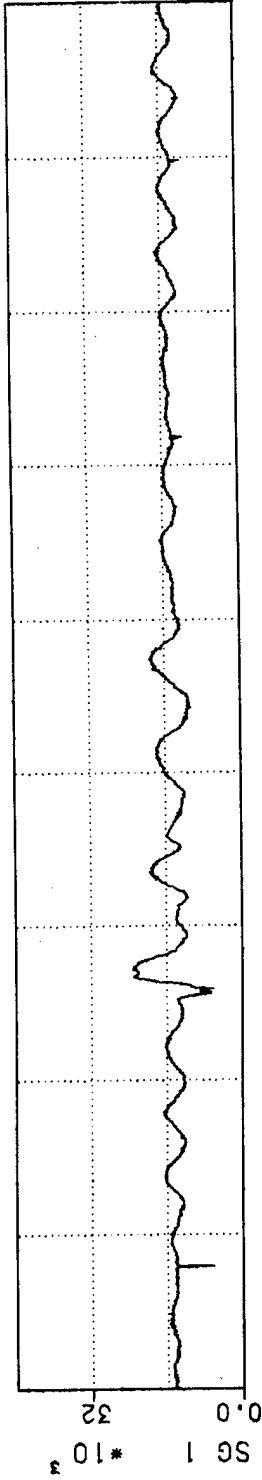
A-7D HAVE BOUNCE TEST: WHITEMAN AFB

10 KNOTS : SPALL : HEAVY WEIGHT

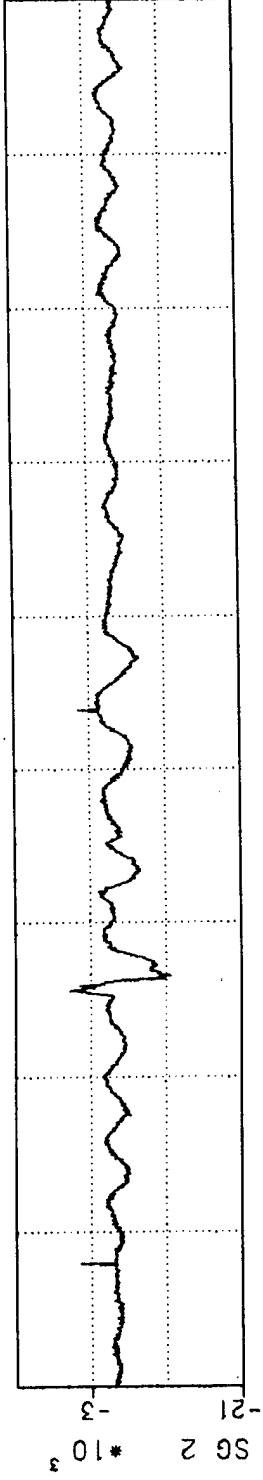
DP 1
FILE 12, CHAN 21
MAX = 9.963
MIN = 7.997
MEAN = 9.723
RMS = 9.723



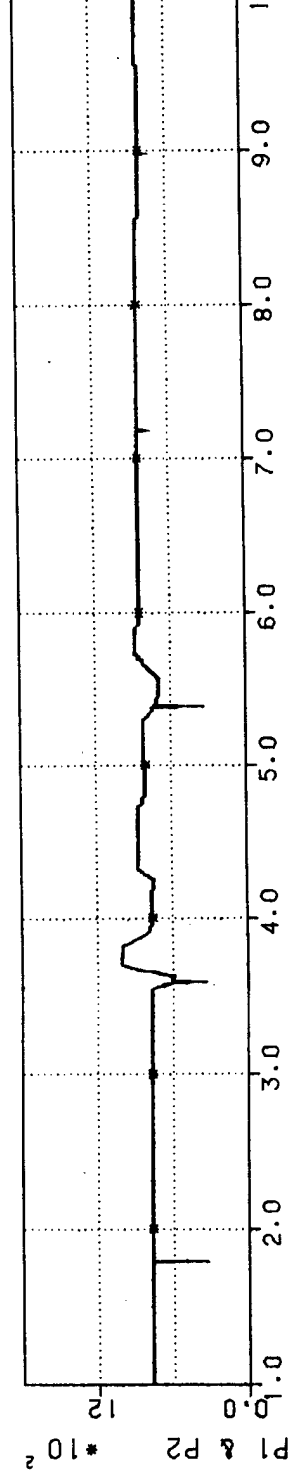
SG 1
FILE 12, CHAN 7
MAX = 2.305 X10⁴
MIN = 6146.953
MEAN = 1.458 X10⁴
RMS = 1.469 X10⁴



SG 2
FILE 12, CHAN 8
MAX = -530.344
MIN = -1.245 X10⁴
MEAN = -6092.830
RMS = 6194.180



P1 & P2
FILE 12, CHAN 13
MAX = 1016.143
MIN = 371.715
MEAN = 818.532
RMS = 820.248

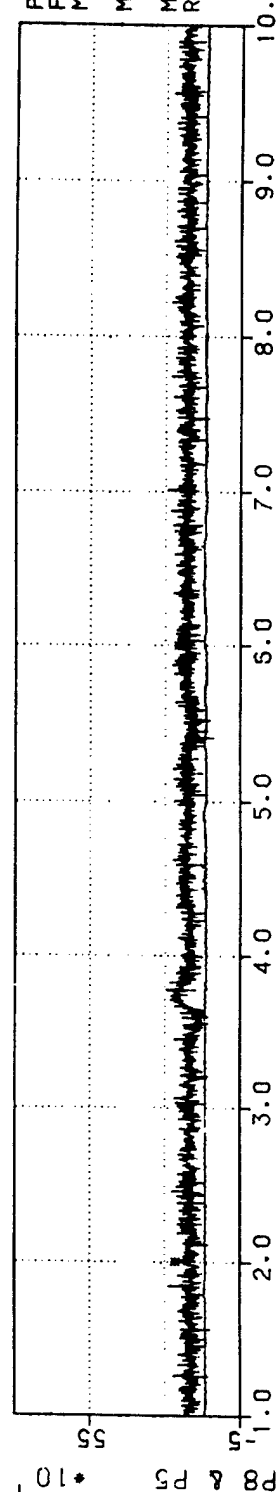
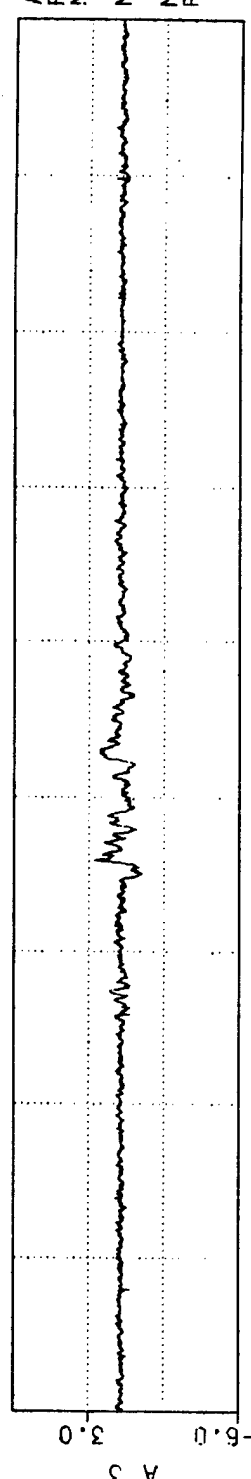
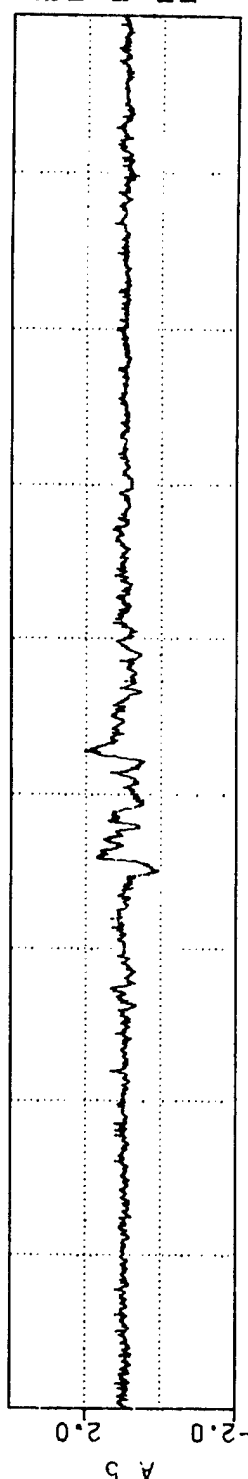
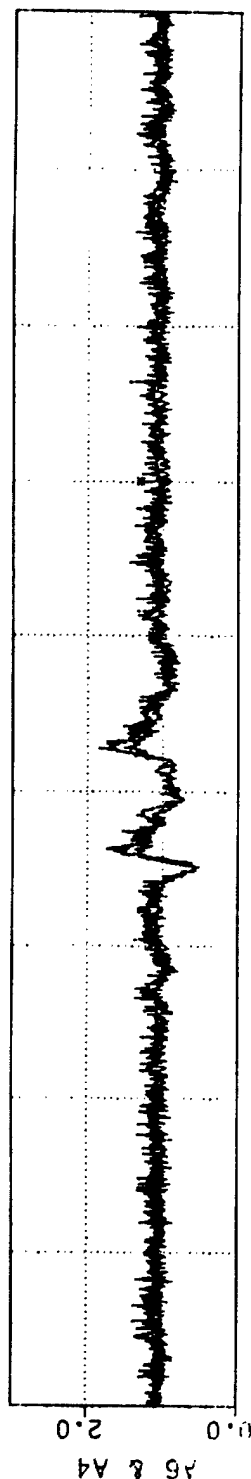


DELTA T (MSEC) = 5.120

RUN NO. 12 PAGE NO. 5

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

10 KNOTS : SPALL : HEAVY WEIGHT



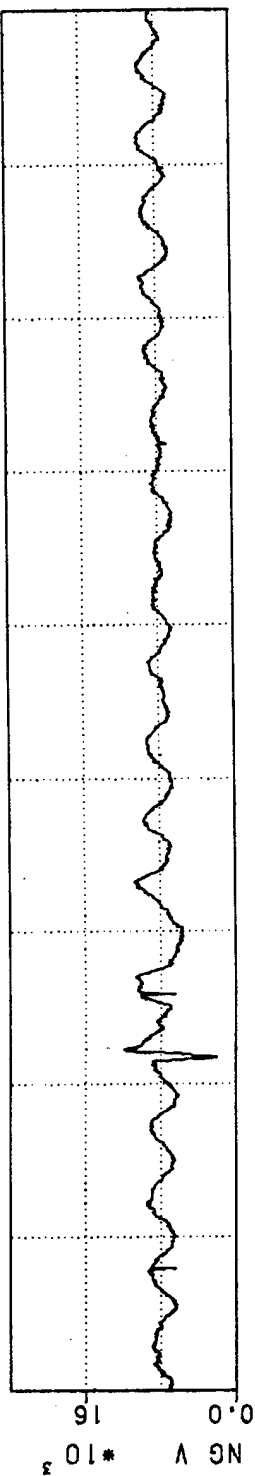
TIME - SECONDS

DELTA T (MSEC) = 5.120

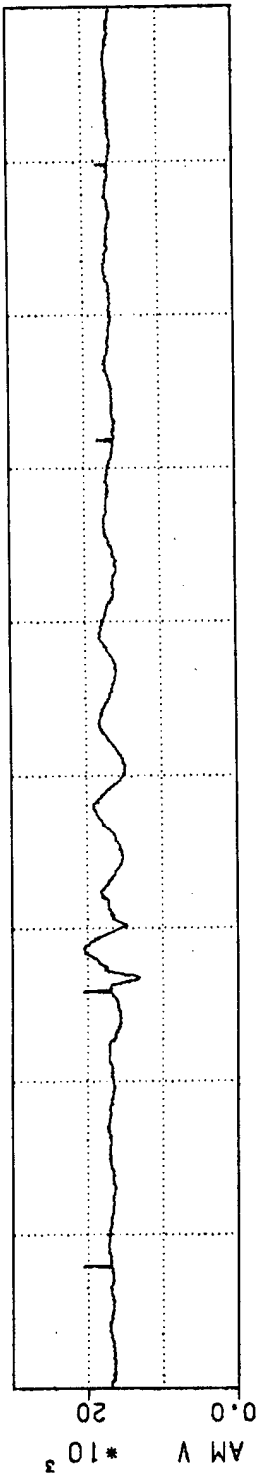
RUN NO. 12 PAGE NO. 6

A-7D HAVE BOUNCE TEST: WHITEMAN AFB 20 KNOTS : SPALL : HEAVY WEIGHT

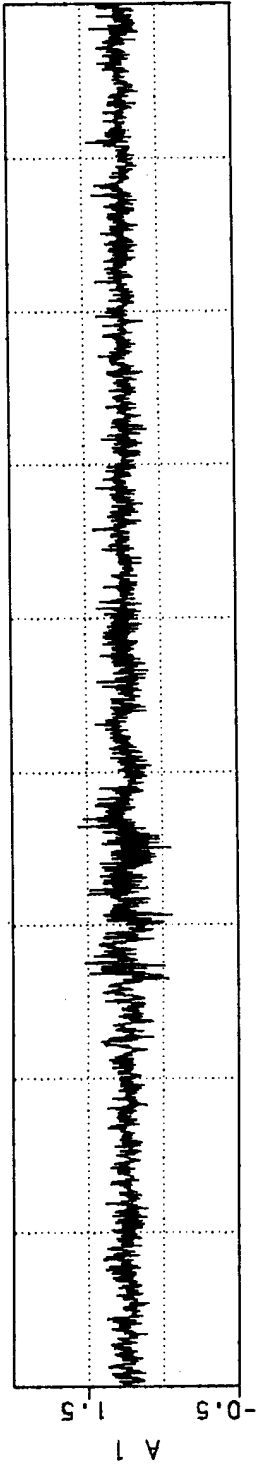
NG V
FILE 13, CHAN 7
MAX = 1.189 X10⁴
MIN = 3.226 SEC
MEAN = 1982.391
RMS = 7973.707
RMS = 8039.478



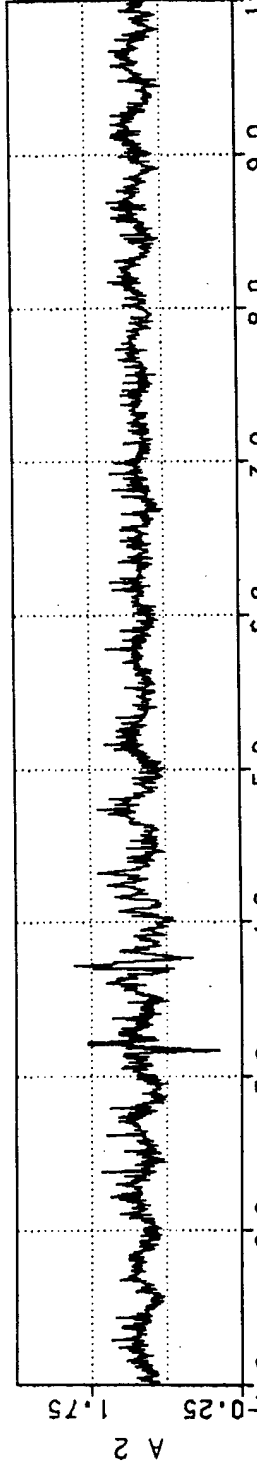
AM V
FILE 13, CHAN 9
MAX = 2.052 X10⁴
MIN = 3.866 SEC
MEAN = 1.313 X10⁴
RMS = 3.676 SEC
RMS = 1.678 X10⁴
RMS = 1.679 X10⁴



A 1
FILE 13, CHAN 1
MAX = 1.616
MIN = 4.644 SEC
MEAN = 0.383
RMS = 4.065 SEC
RMS = 0.982
RMS = 0.993

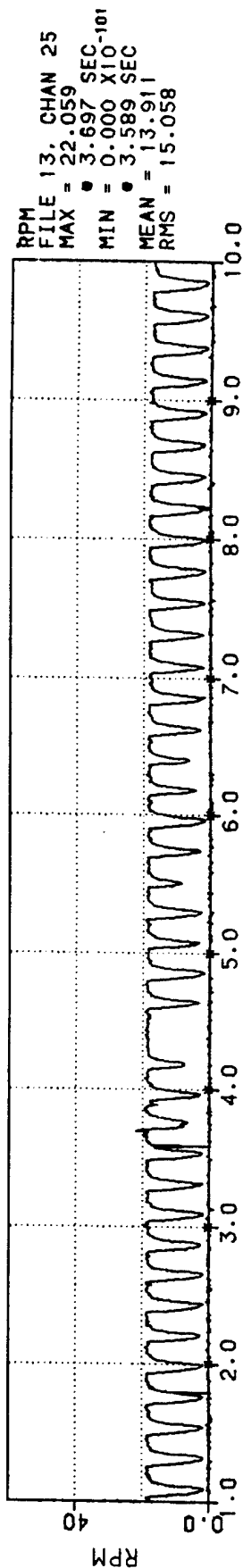
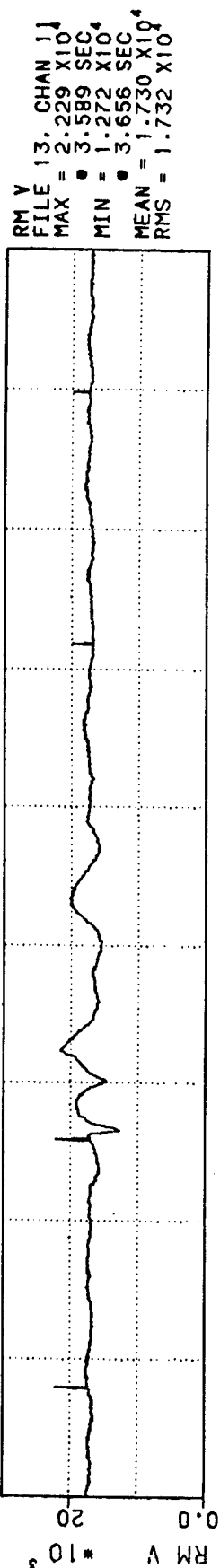
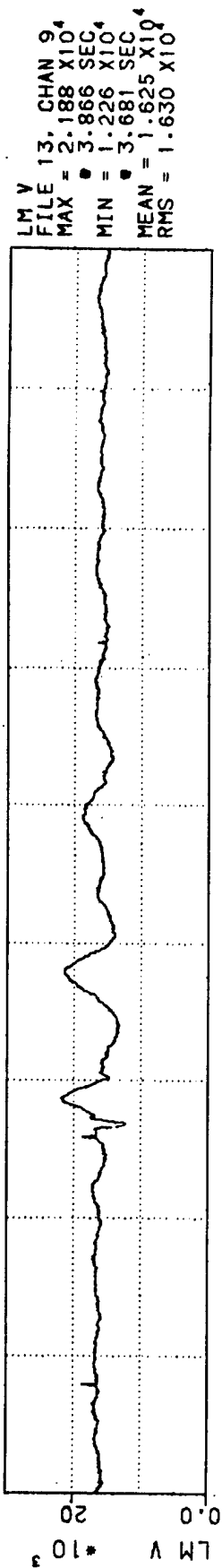
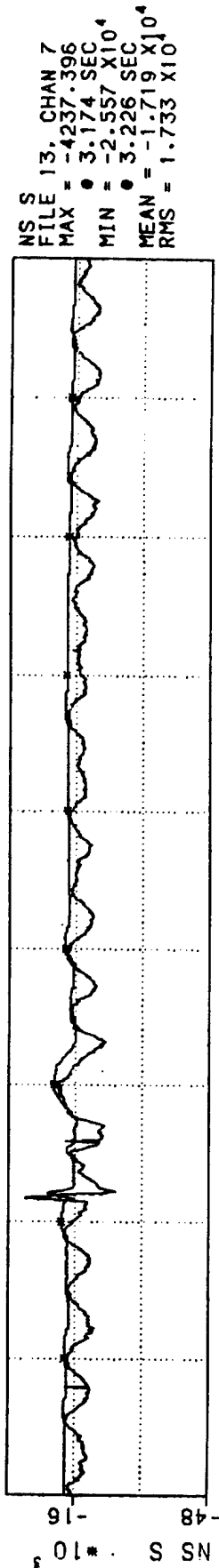


A 2
FILE 13, CHAN 2
MAX = 1.974
MIN = 3.717 SEC
MEAN = 0.052
RMS = 3.189 SEC
RMS = 1.069
RMS = 1.080



TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 13 PAGE NO. 1

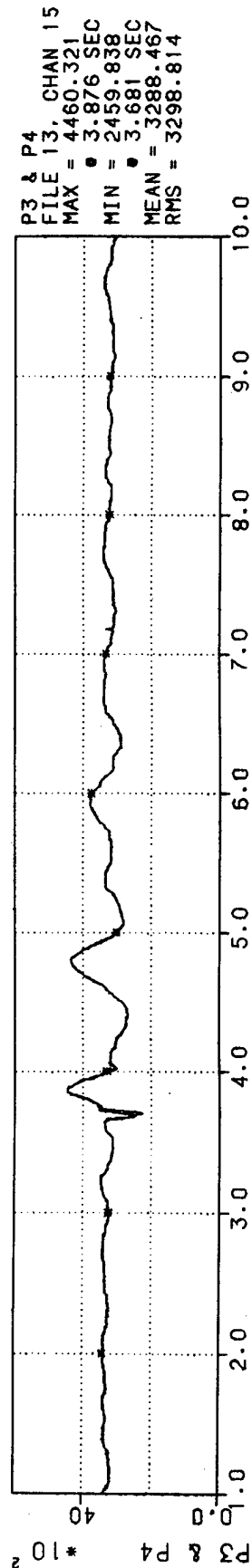
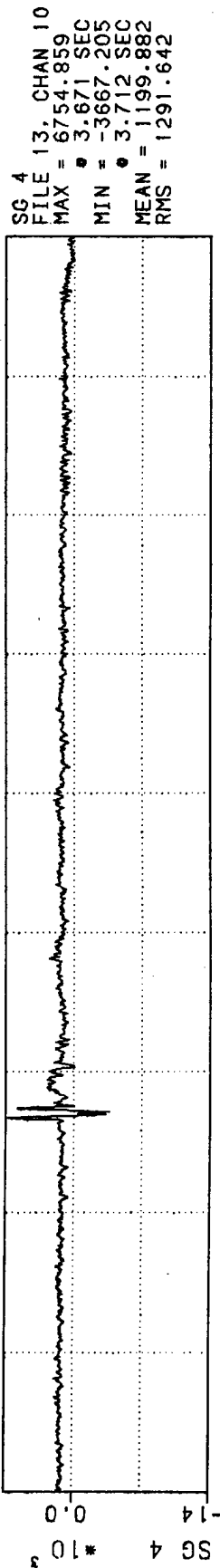
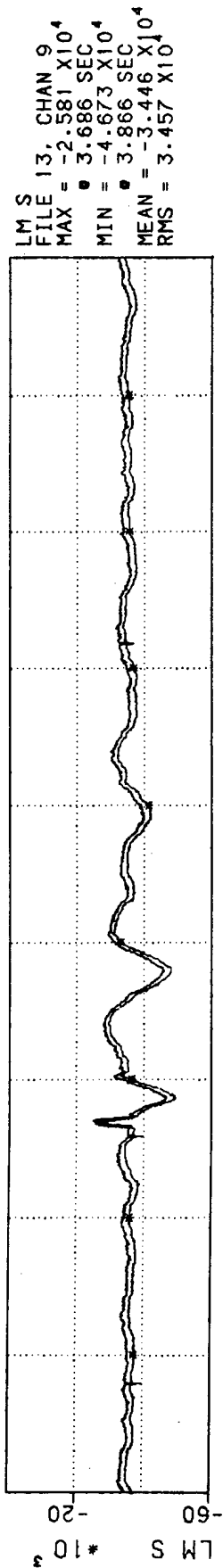
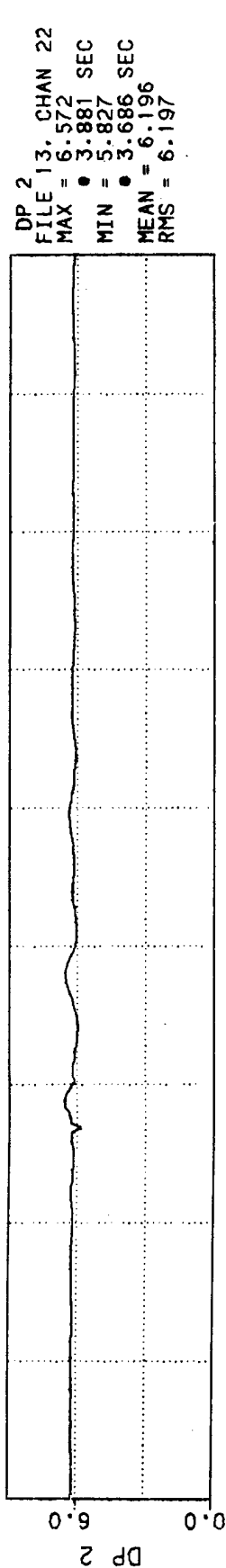
A-7D HAVE BOUNCE TEST: WHITEMAN AFB 20 KNOTS : SPALL : HEAVY WEIGHT



TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 13 PAGE NO. 2

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

20 KNOTS : SPALL : HEAVY WEIGHT



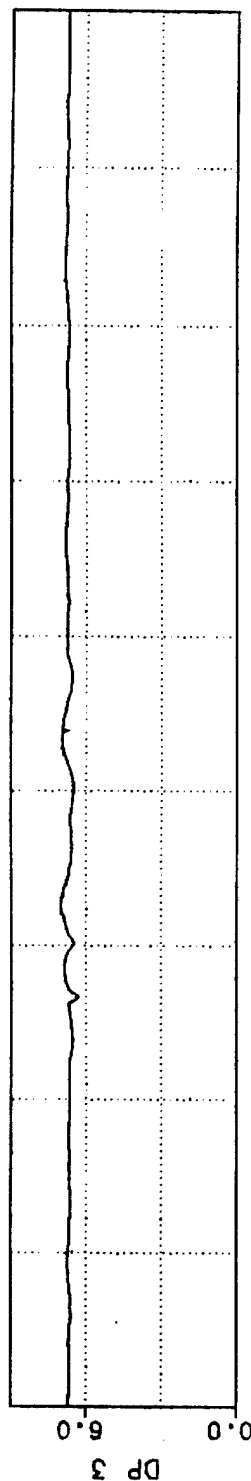
TIME - SECONDS

DELTA T (MSEC) = 5.120

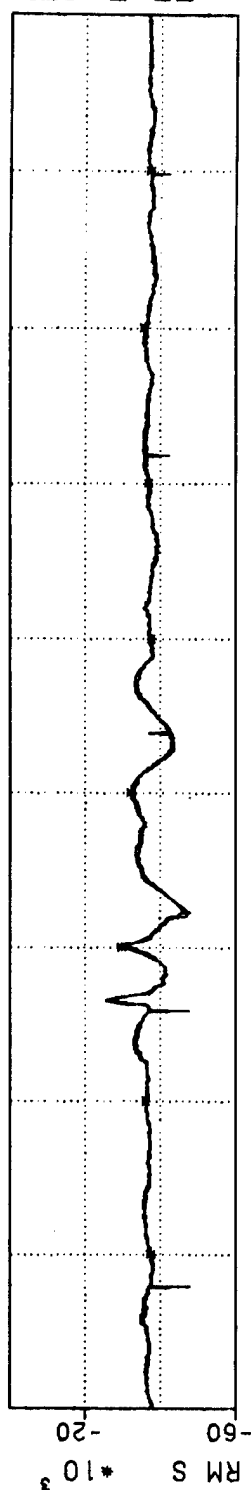
RUN NO. 13 PAGE NO. 3

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

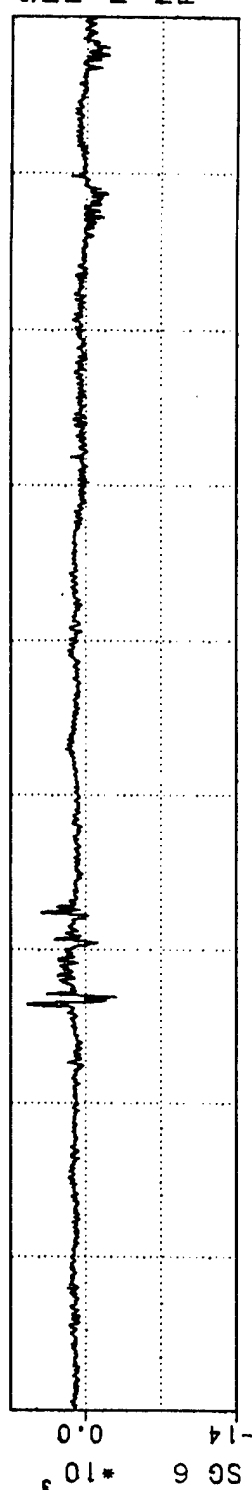
20 KNOTS : SPALL : HEAVY WEIGHT



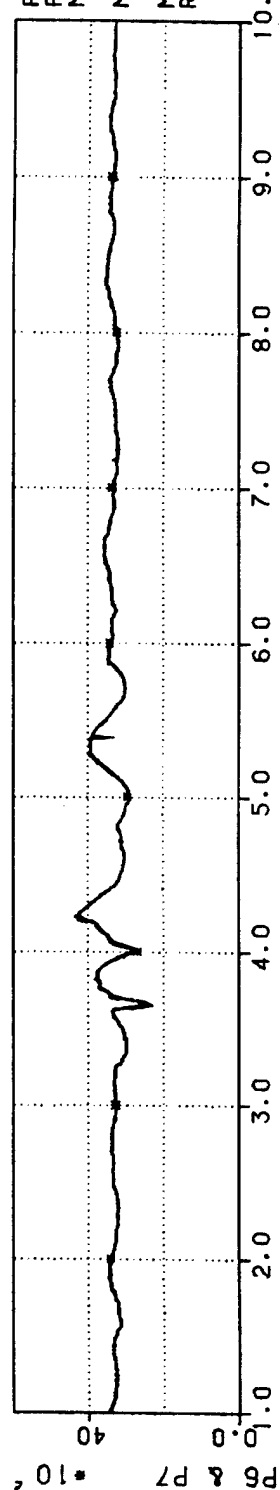
DP 3
FILE 13, CHAN 23
MAX = 7.020
MIN = 4.260 SEC
MEAN = 6.302
RMS = 3.671 SEC
RMS = 6.715



RM S
FILE 13, CHAN 11
MAX = -2.707 X10⁴
MIN = 3.656 SEC
MEAN = -4.774 X10⁴
RMS = 3.589 SEC
RMS = -3.707 X10⁴
RMS = 3.713 X10⁴



SG 6
FILE 13, CHAN 12
MAX = 5431.629
MIN = 3.645 SEC
MEAN = -2817.918
RMS = 3.692 SEC
RMS = 740.059
RMS = 964.742



P6 & P7
FILE 13, CHAN 18
MAX = 4260.955
MIN = 4.239 SEC
MEAN = 2395.875
RMS = 3.666 SEC
RMS = 3324.801
RMS = 3331.062

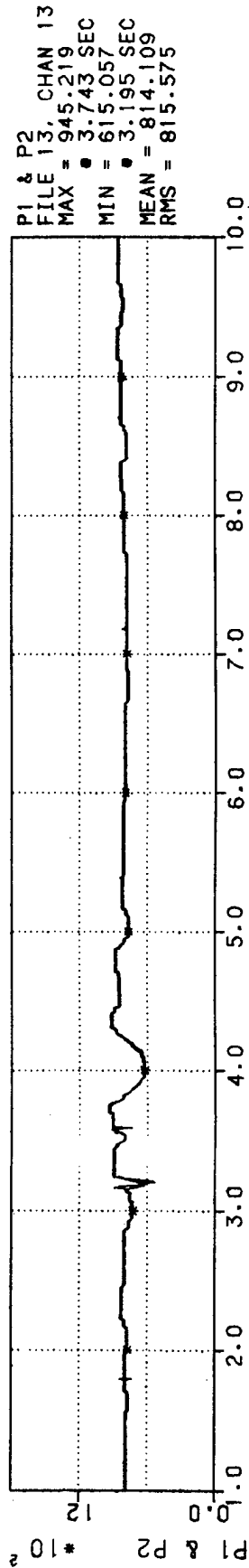
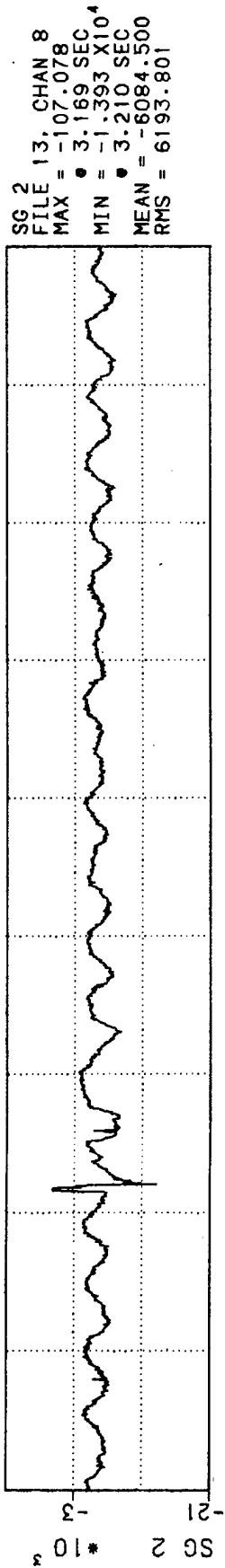
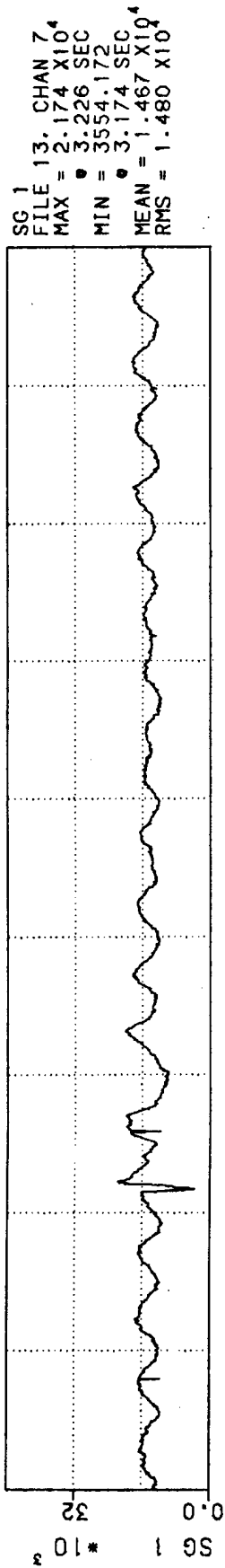
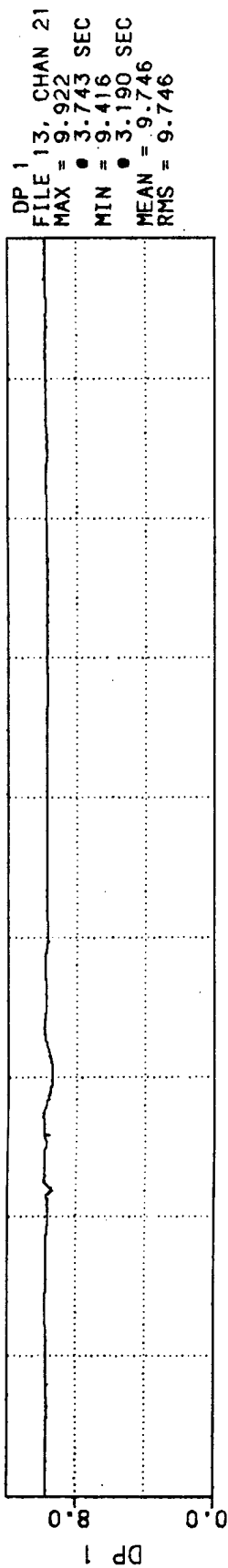
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 13 PAGE NO. 4

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

20 KNOTS : SPALL : HEAVY WEIGHT

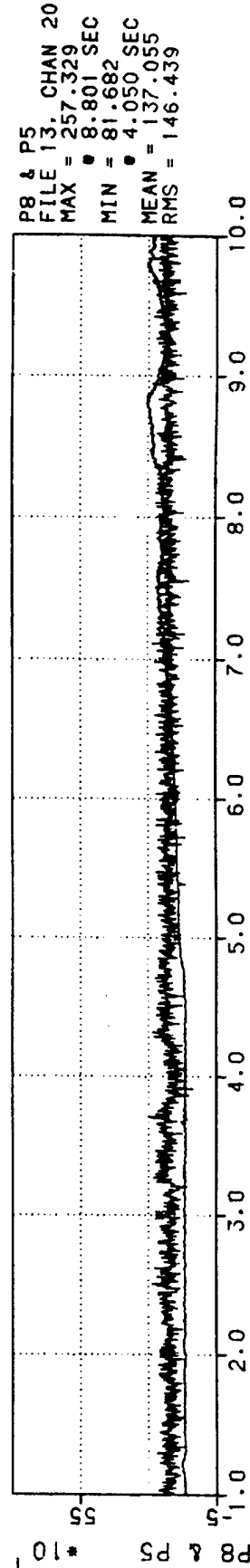
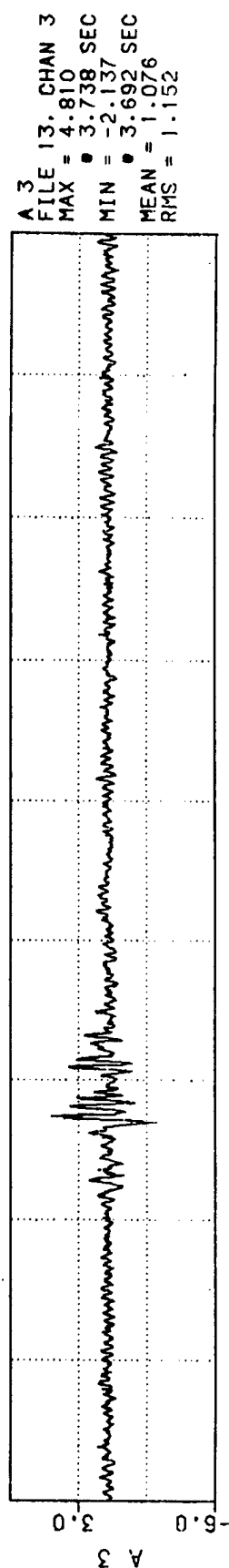
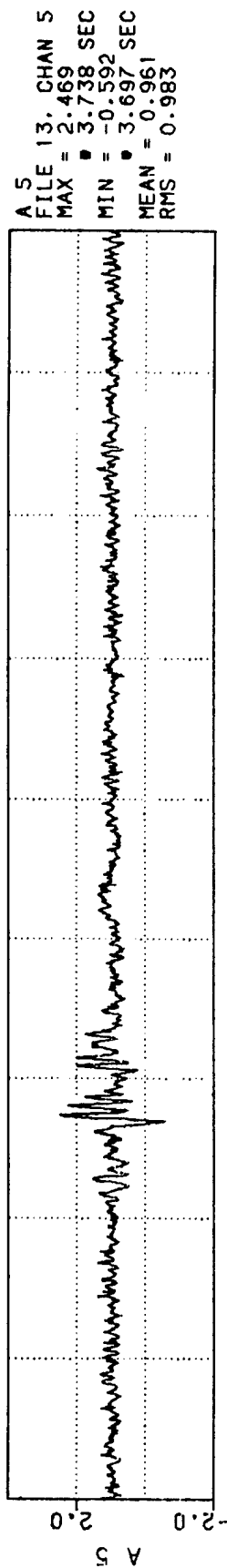
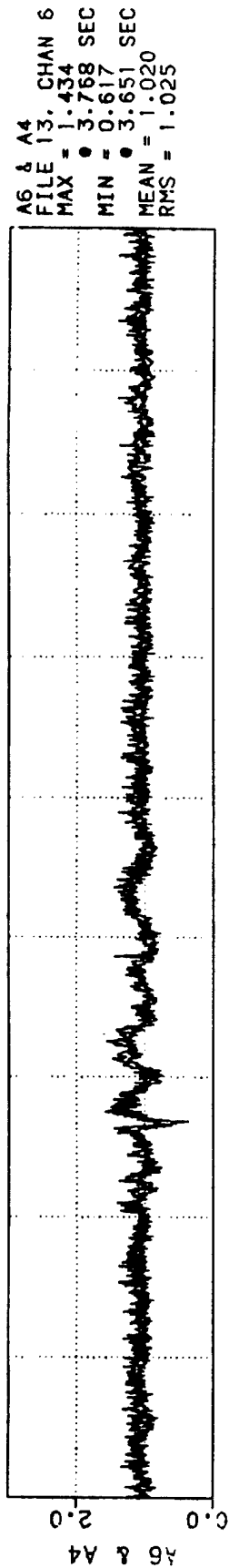


TIME - SECONDS
DELTA T (MSEC) = 5.120

RUN NO. 13 PAGE NO. 5

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

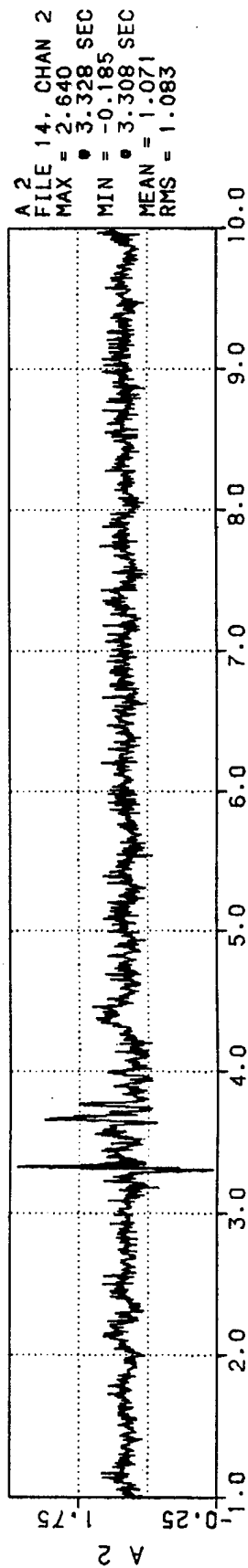
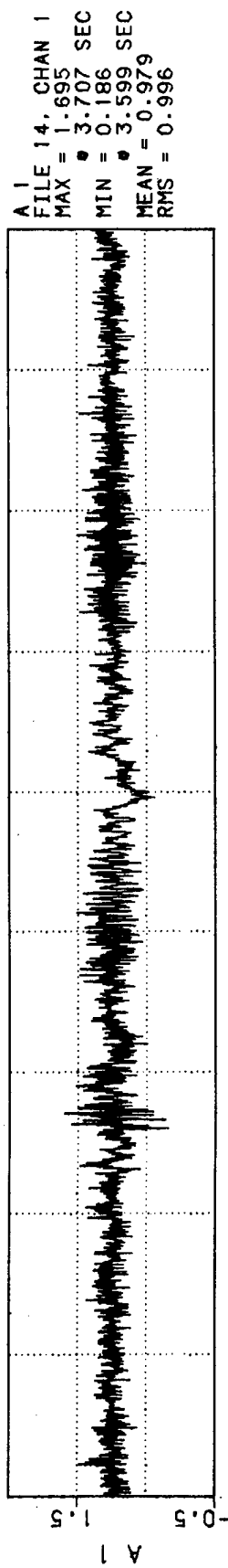
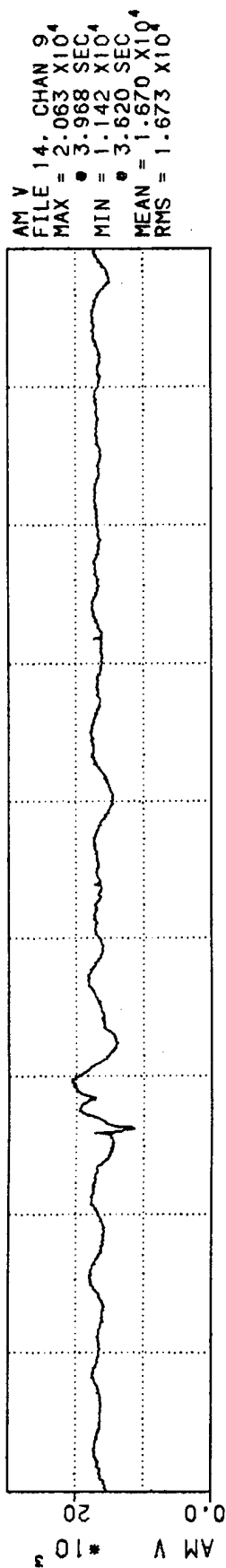
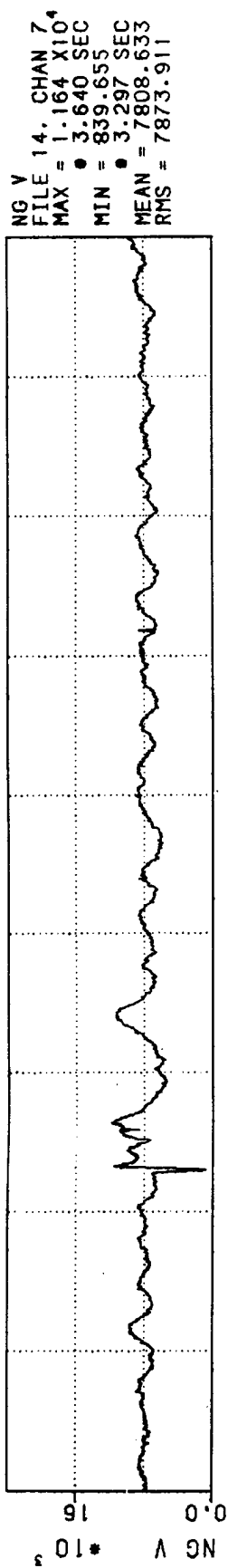
20 KNOTS : SPALL : HEAVY WEIGHT



TIME - SECONDS
 RUN NO. 13
 PAGE NO. 6
 DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

30 KNOTS : SPALL : HEAVY WEIGHT

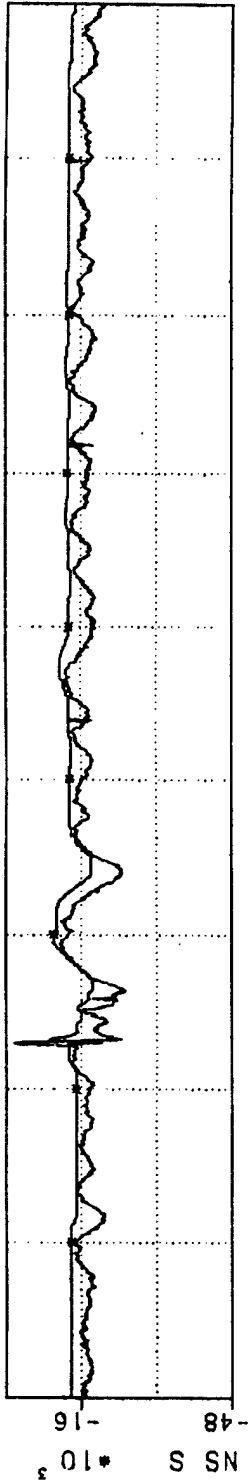


DELTA T (MSEC) = 5.120

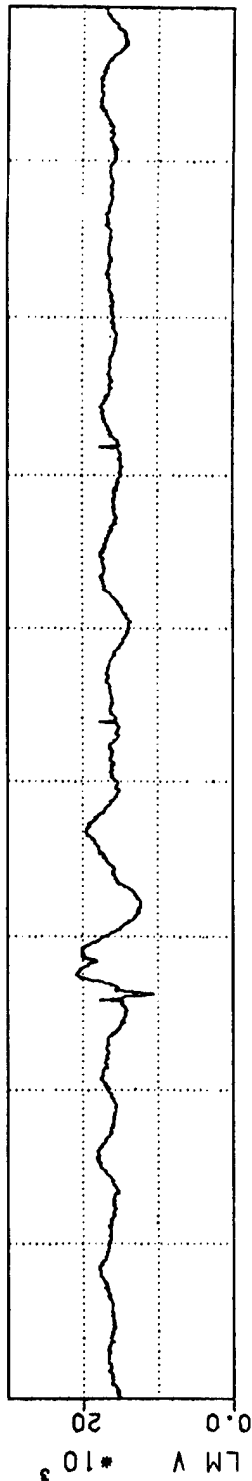
RUN NO. 14 PAGE NO. 1

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

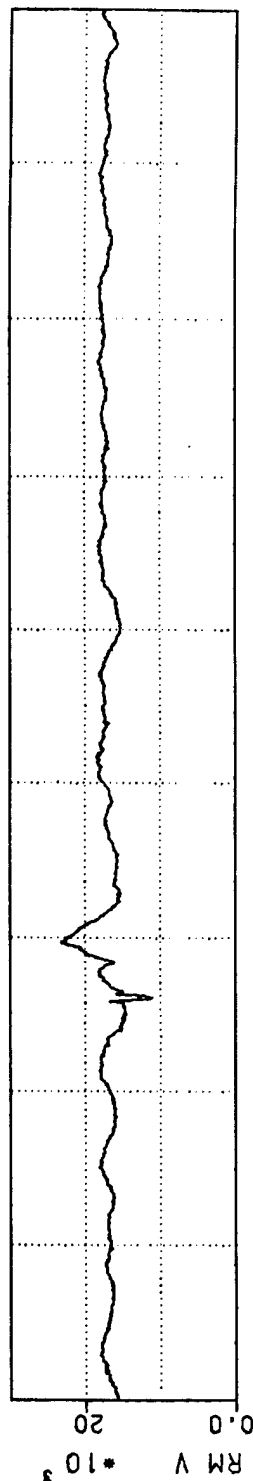
30 KNOTS : SPALL : HEAVY WEIGHT



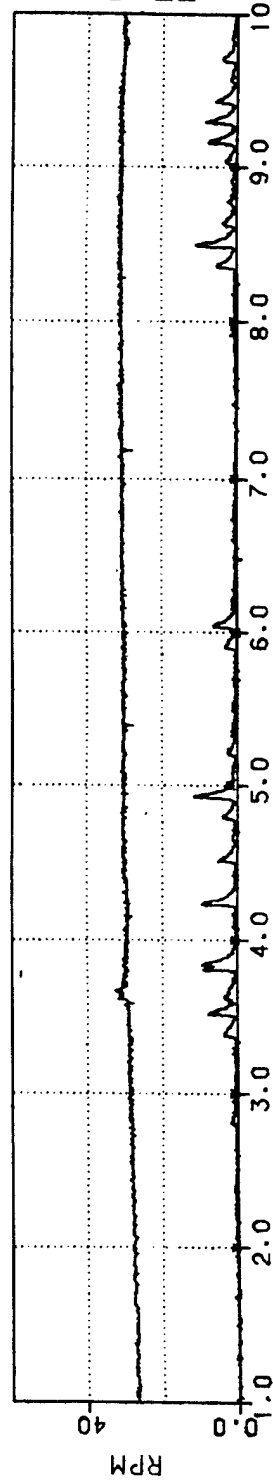
NS S
FILE 14, CHAN 7
MAX = -1785.515
MIN = -2.535 X10⁴
MEAN = -1.681 X10⁴
RMS = 1.695 X10⁴



LM V
FILE 14, CHAN 9
MAX = 2.089 X10⁴
MIN = 3.753 SEC
MEAN = 1.065 X10⁴
RMS = 1.624 X10⁴



RM V
FILE 14, CHAN 11
MAX = 2.313 X10⁴
MIN = 3.973 SEC
MEAN = 1.102 X10⁴
RMS = 1.715 X10⁴



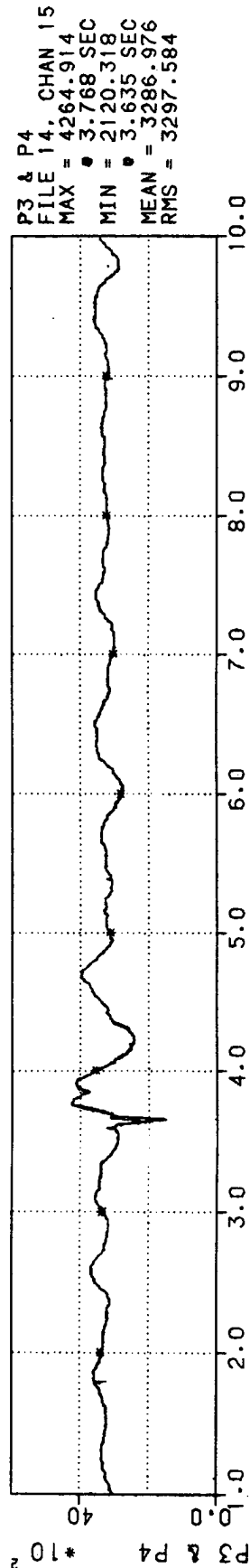
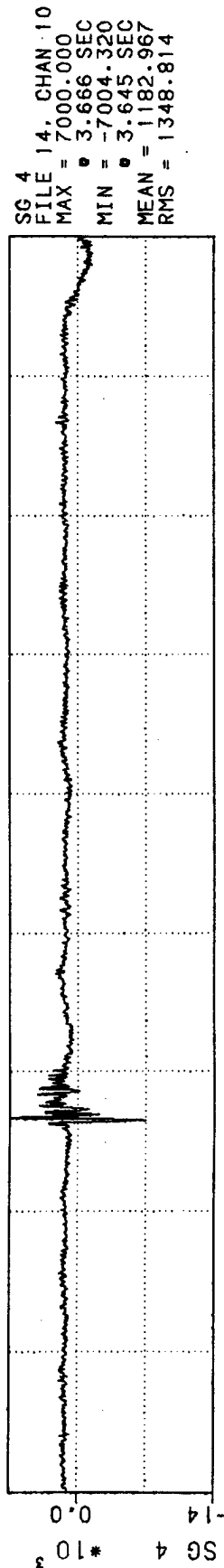
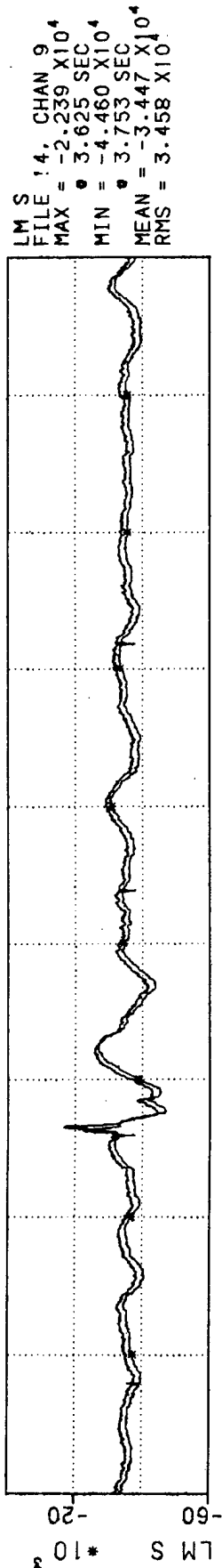
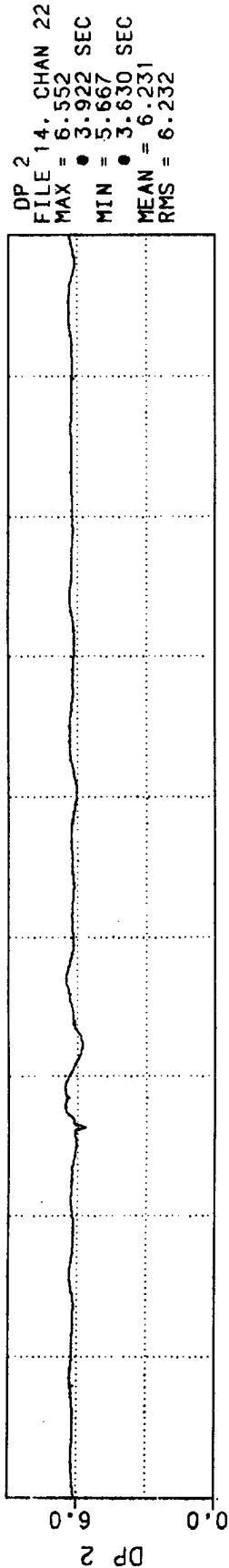
RPM
FILE 14, CHAN 25
MAX = 32.829
MIN = 3.671 SEC
MEAN = 26.177
RMS = 1.101 SEC
MEAN = 29.781
RMS = 29.810

TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 14 PAGE NO. 2

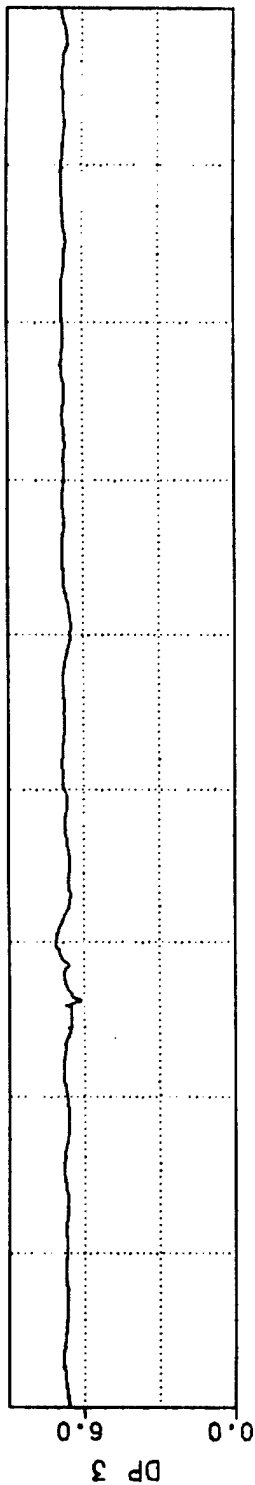
A-7D HAVE BOUNCE TEST: WHITEMAN AFB 30 KNOTS : SPALL : HEAVY WEIGHT



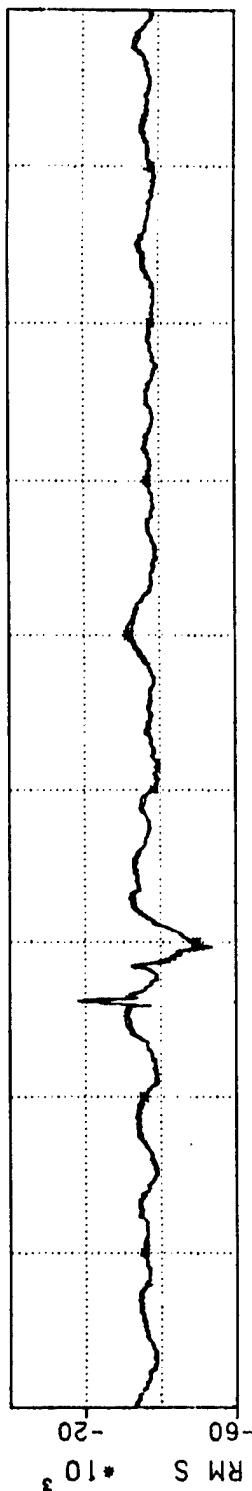
TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 14 PAGE NO. 3

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

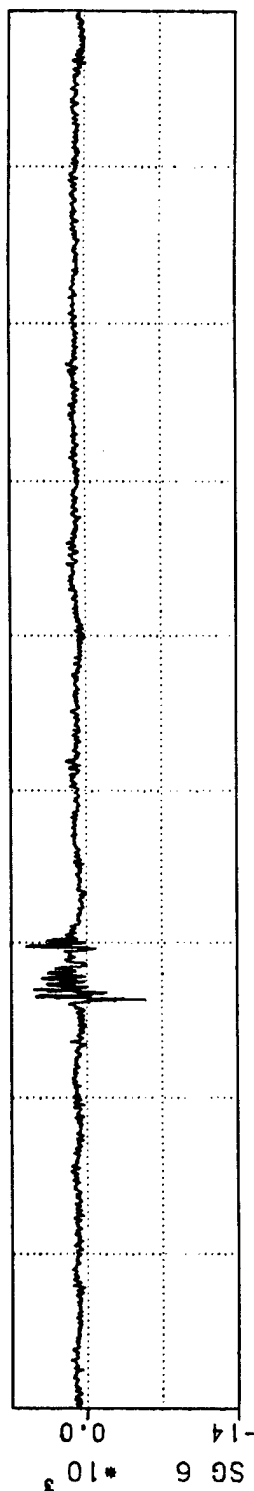
30 KNOTS : SPALL : HEAVY WEIGHT



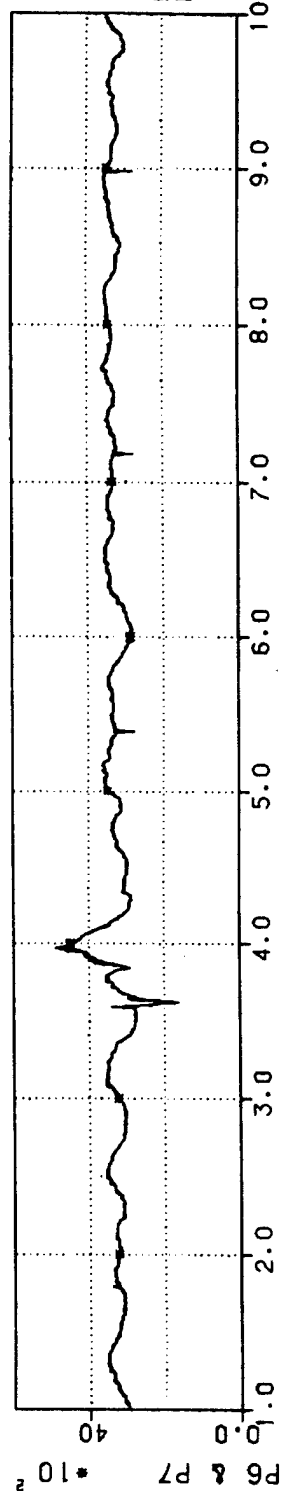
DP 3
FILE 14, CHAN 23
MAX = 7.137
MIN = 3.983 SEC
MEAN = 6.098
RMS = 3.625 SEC
RMS = 6.735



RM S
FILE 14, CHAN 11
MAX = -2.344 X10⁴
MIN = 3.610 SEC
MEAN = -4.995 X10⁴
RMS = 3.973 SEC
RMS = -3.678 X10⁴
RMS = 3.685 X10⁴



SG 6
FILE 14, CHAN 12
MAX = 5632.836
MIN = 3.978 SEC
MEAN = -5433.629
RMS = 3.635 SEC
RMS = 901.237
RMS = 1025.028



P6 & P7
FILE 14, CHAN 18
MAX = 4558.393
MIN = 3.978 SEC
MEAN = 2035.049
RMS = 3.620 SEC
RMS = 3294.926
RMS = 3303.520

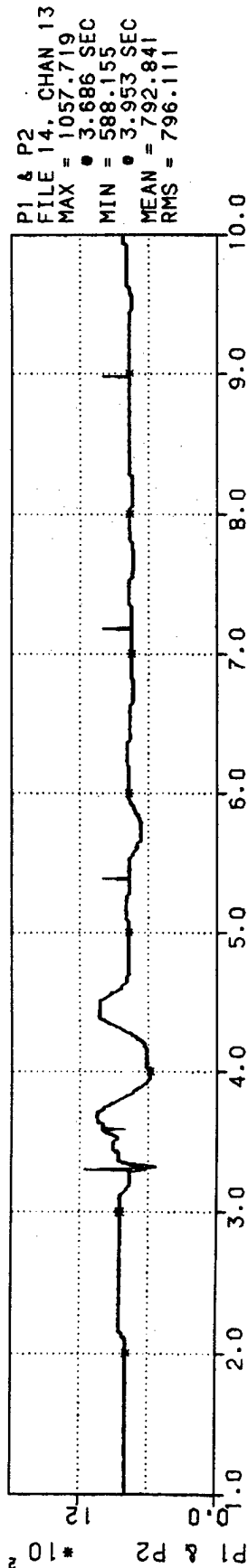
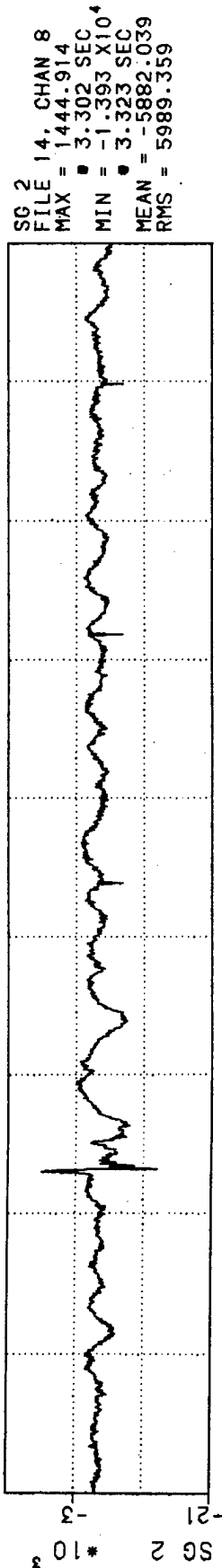
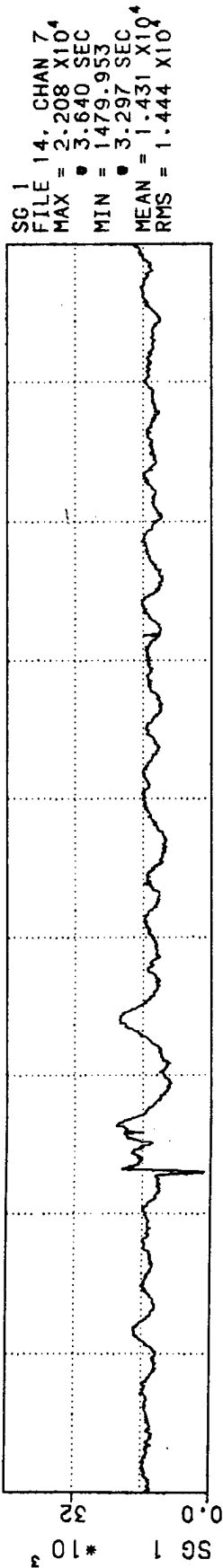
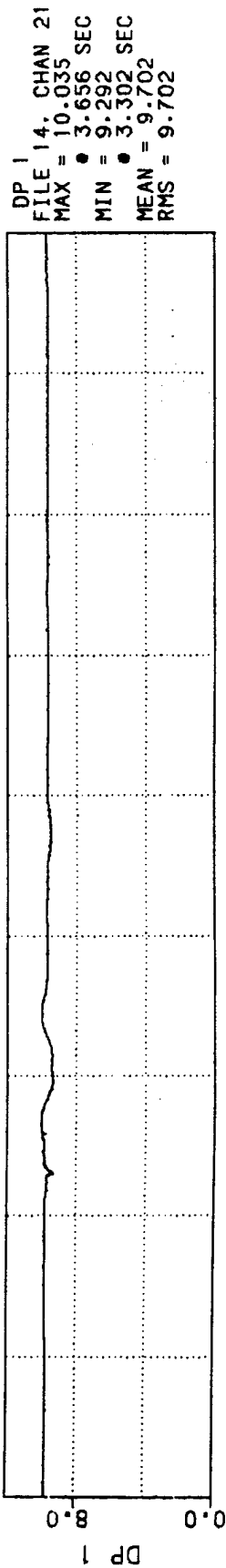
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 14 PAGE NO. 4

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

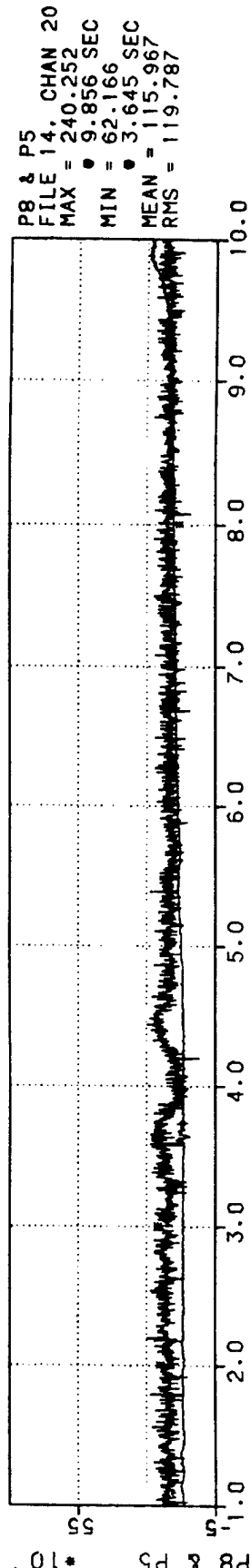
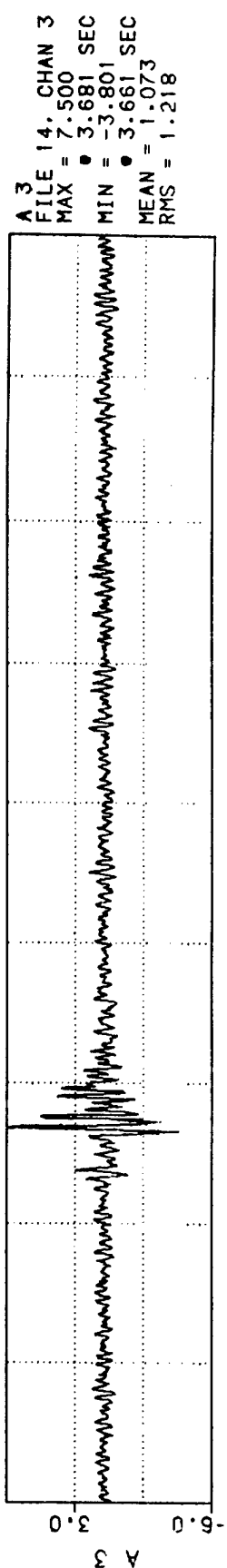
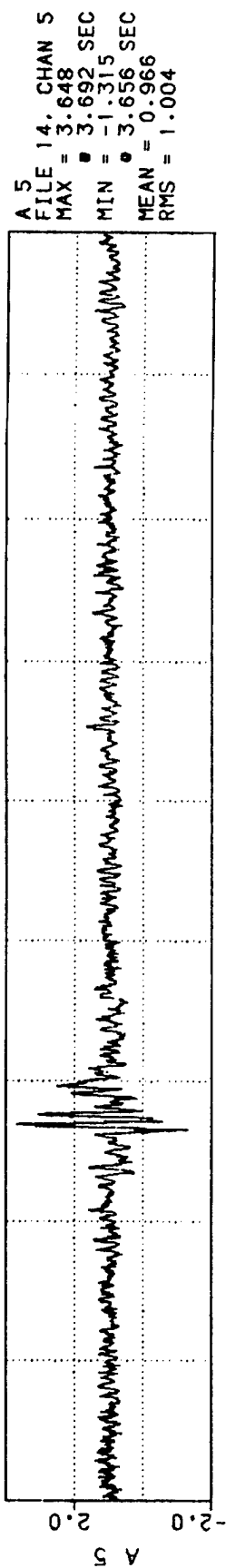
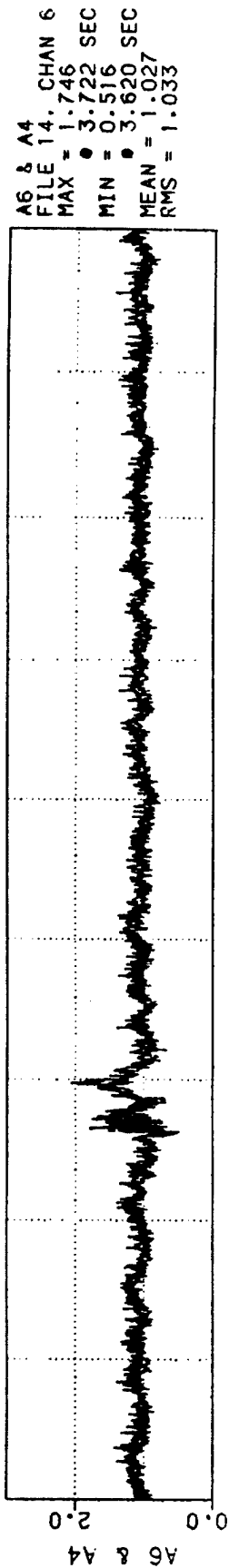
30 KNOTS : SPALL : HEAVY WEIGHT



TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 14 PAGE NO. 5

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

30 KNOTS : SPALL : HEAVY WEIGHT

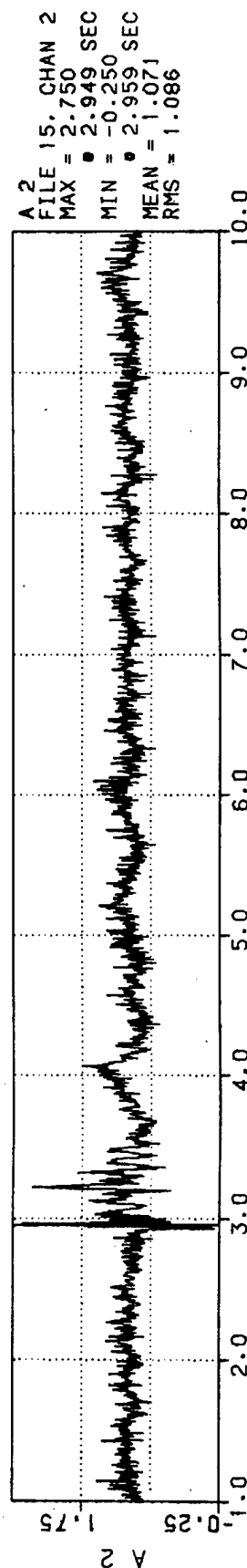
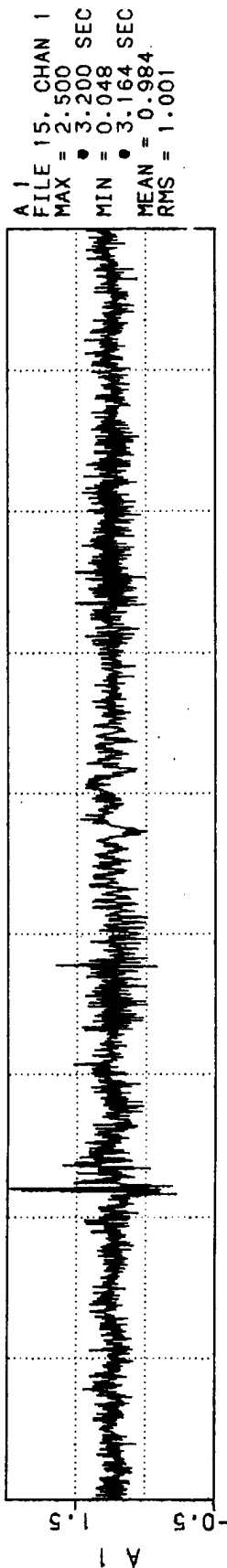
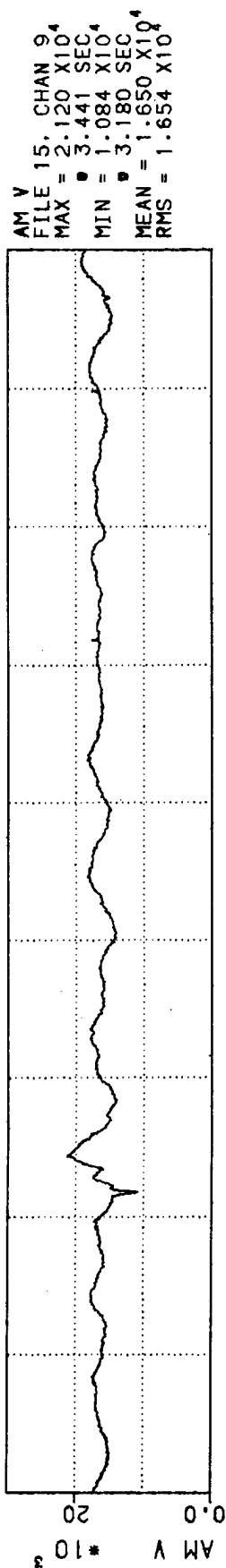
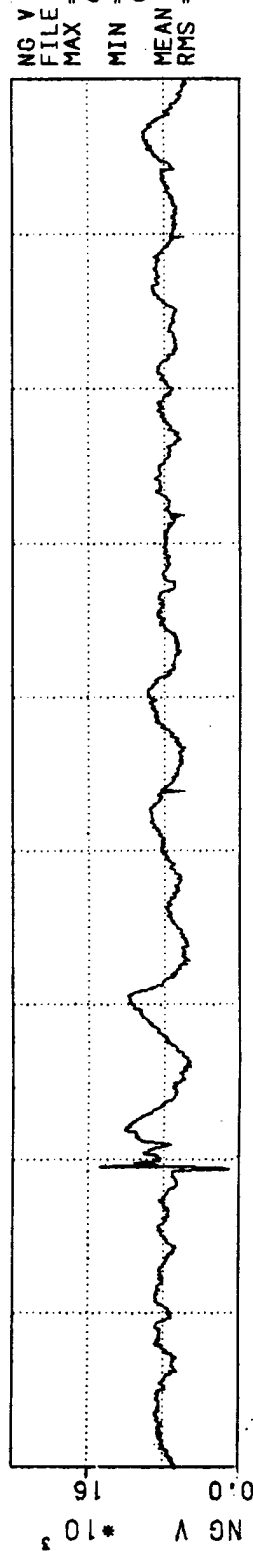


TIME - SECONDS

RUN NO. 14 PAGE NO. 6 DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

40 KNOTS : SPALL : HEAVY WEIGHT



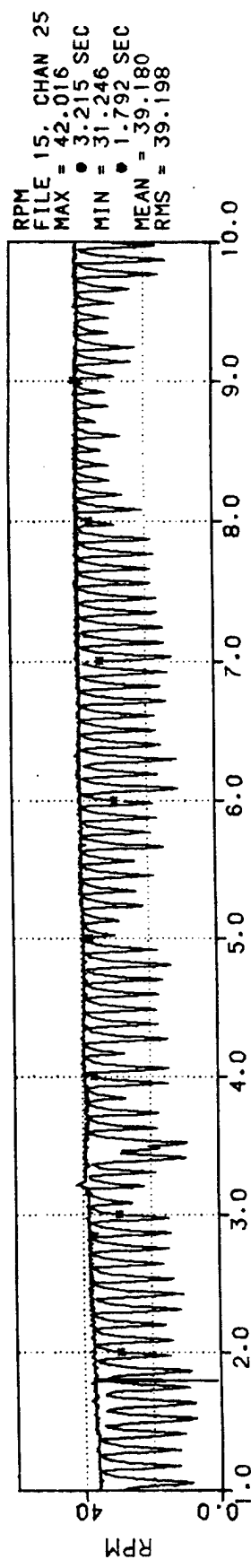
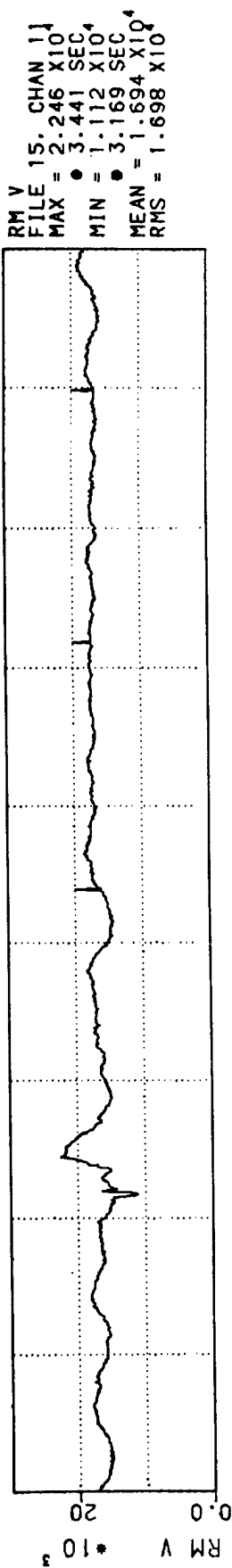
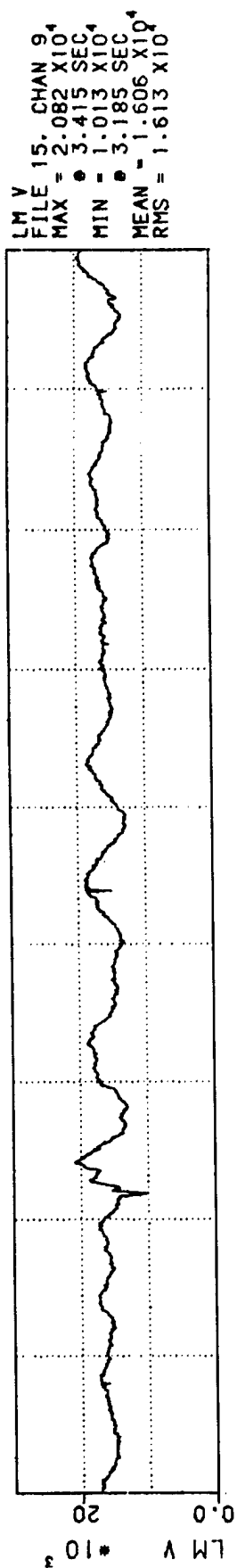
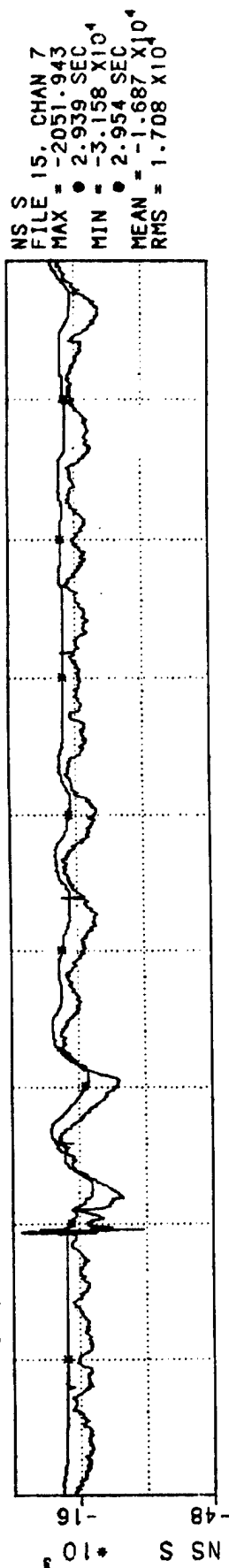
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 15 PAGE NO. 1

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

40 KNOTS : SPALL : HEAVY WEIGHT

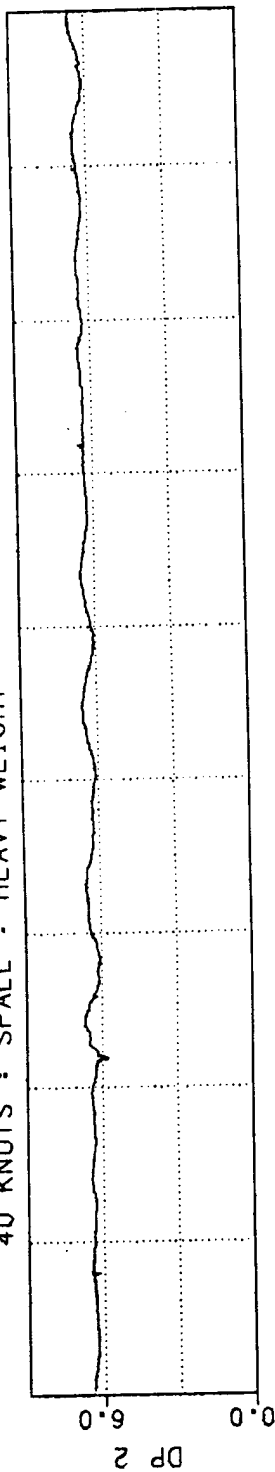


TIME - SECONDS
RUN NO. 15 PAGE NO. 2 DELTA T (MSEC) = 5.120

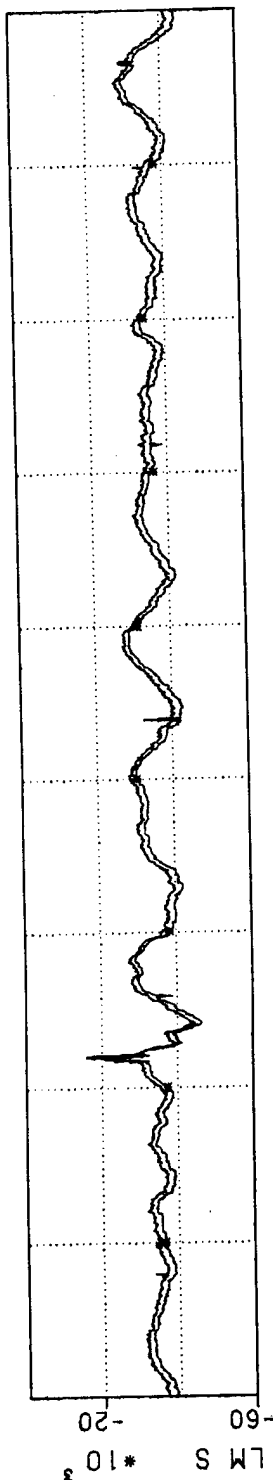
A-7D HAVE BOUNCE TEST: WHITEMAN AFB

40 KNOTS : SPALL : HEAVY WEIGHT

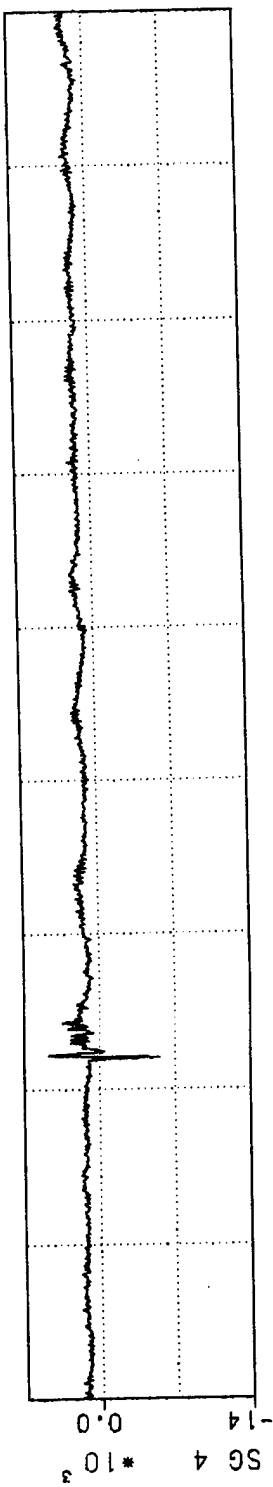
DP 2
FILE 15, CHAN 22
MAX = 6.692
MIN = 3.425 SEC
MEAN = 5.767
RMS = 3.190 SEC
MEAN = 6.358
RMS = 6.359



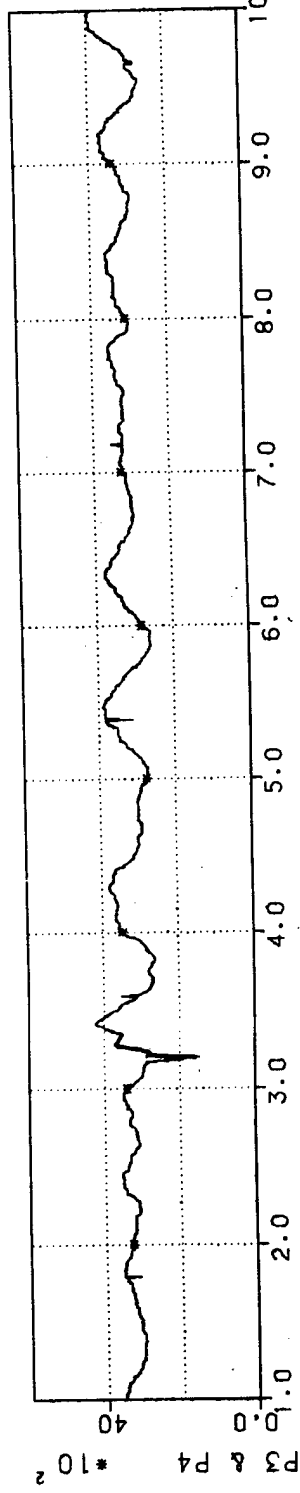
LM S
FILE 15, CHAN 9
MAX = -2.132 X10⁴
MIN = 3.185 SEC
MEAN = -4.460 X10⁴
RMS = 3.415 SEC
MEAN = -3.418 X10⁴
RMS = 3.433 X10⁴



SG 4
FILE 15, CHAN 10
MAX = 4701.252
MIN = 3.220 SEC
MEAN = -5618.135
RMS = 3.200 SEC
MEAN = 1350.808
RMS = 1409.222

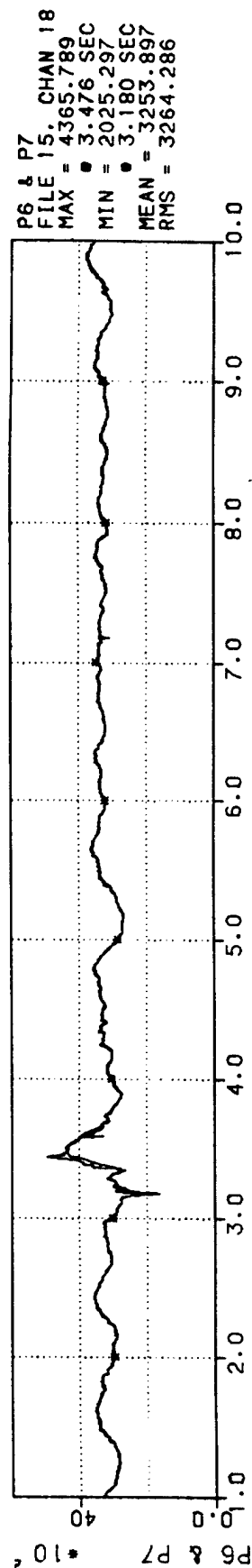
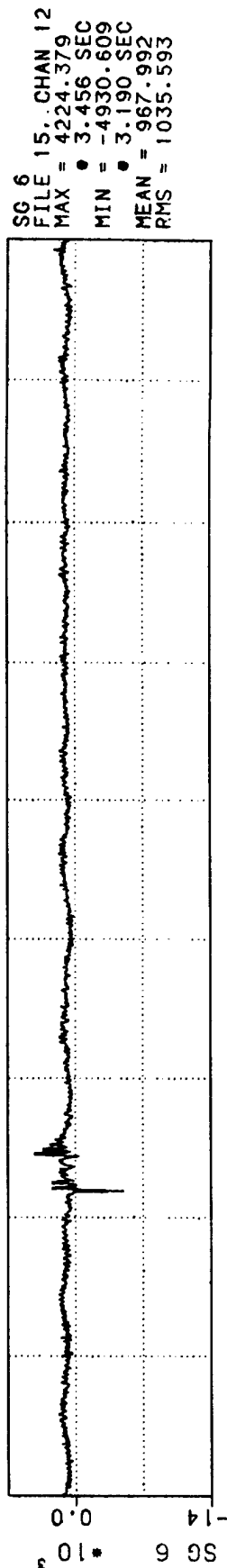
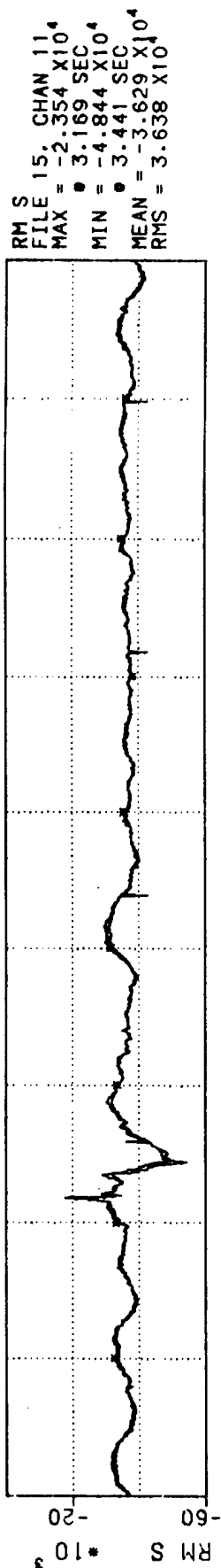
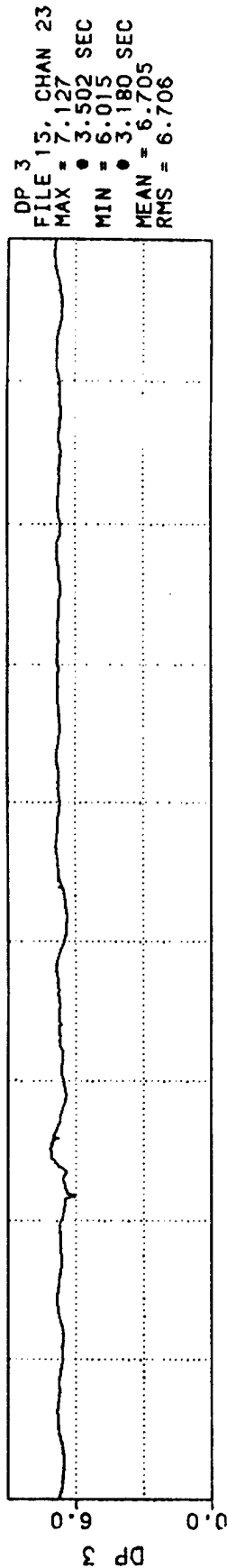


P3 & P4
FILE 15, CHAN 15
MAX = 4240.488
MIN = 3.415 SEC
MEAN = 2039.713
RMS = 3.190 SEC
MEAN = 3263.895
RMS = 3278.817



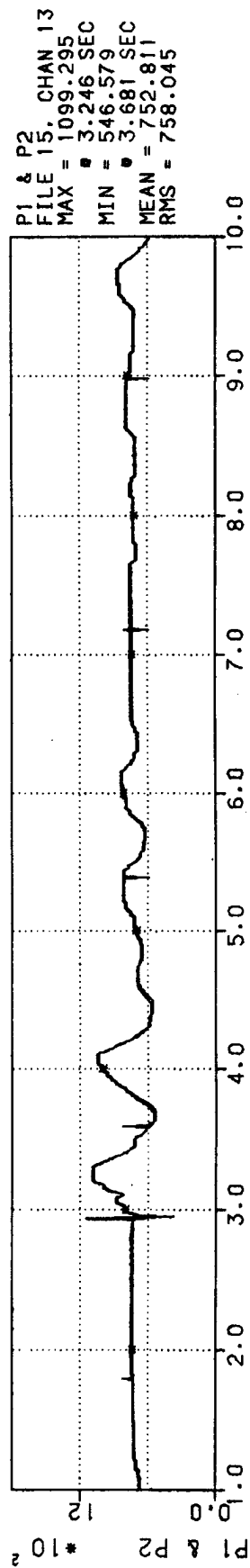
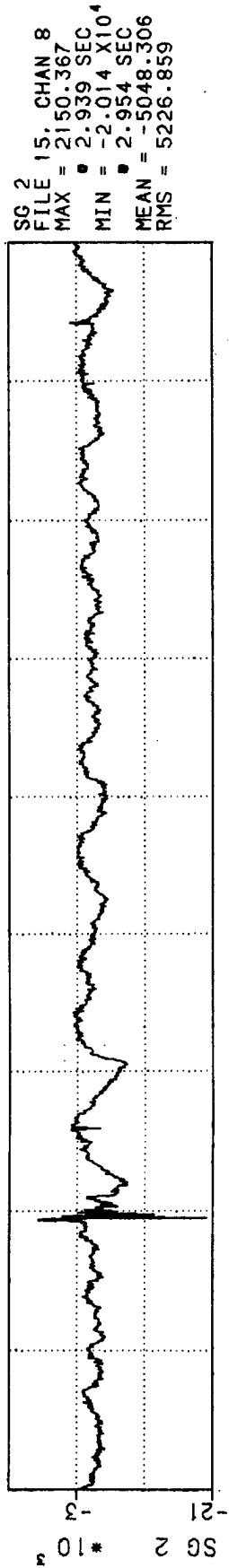
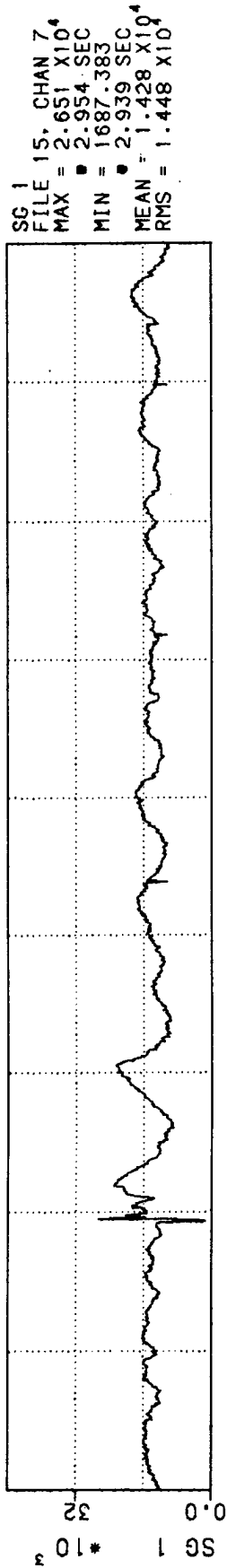
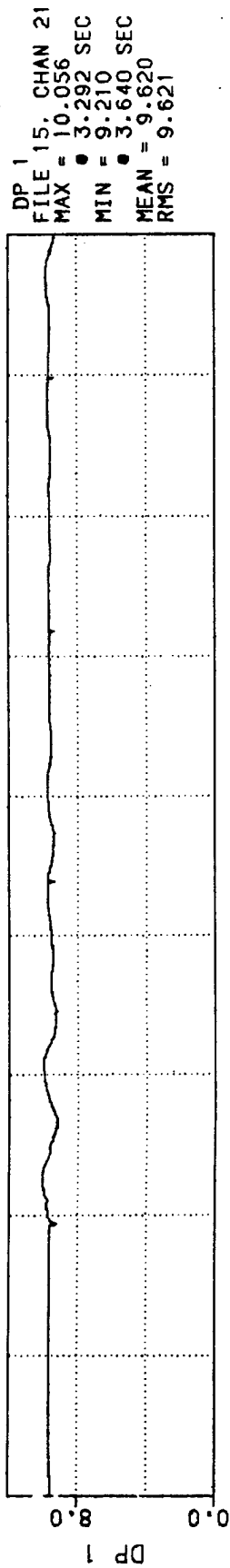
TIME - SECONDS DELTA T (MSEC) = 5.120
RUN NO. 15 PAGE NO. 3

A-7D HAVE BOUNCE TEST: WHITEMAN AFB 40 KNOTS : SPALL : HEAVY WEIGHT



TIME - SECONDS
RUN NO. 15
PAGE NO. 4
DELTA T (MSEC) = 5.120

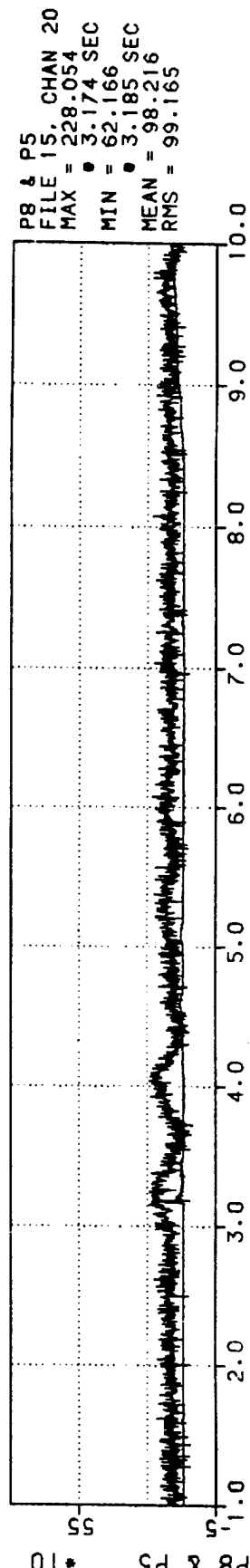
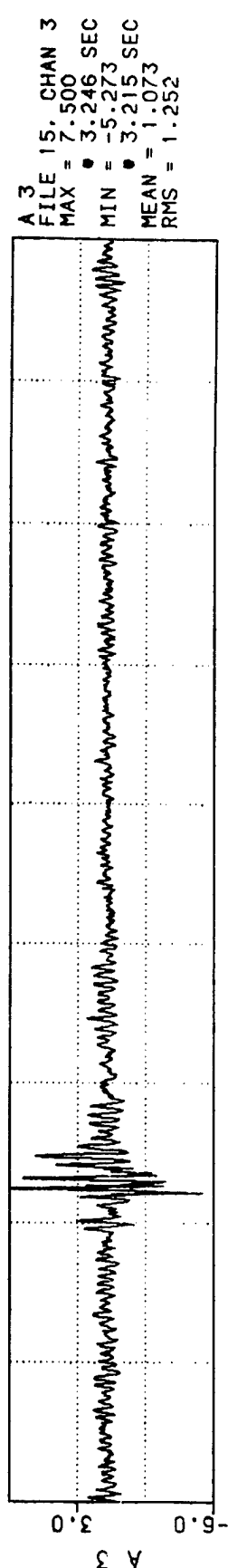
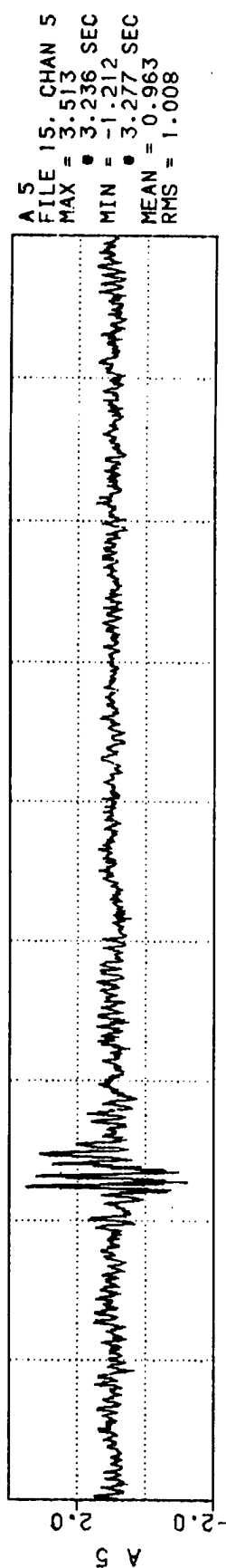
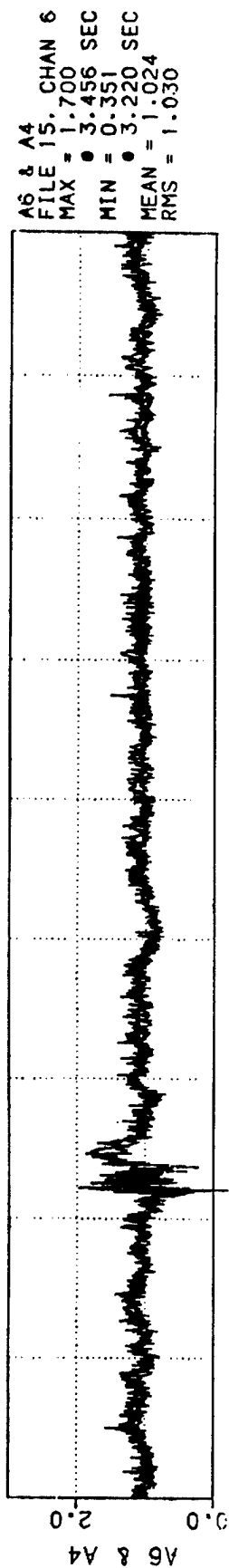
A-7D HAVE BOUNCE TEST: WHITEMAN AFB 40 KNOTS • SPALL • HEAVY WEIGHT



DELTA T (MSEC) = 5.120
RUN NO. 15 PAGE NO. 5

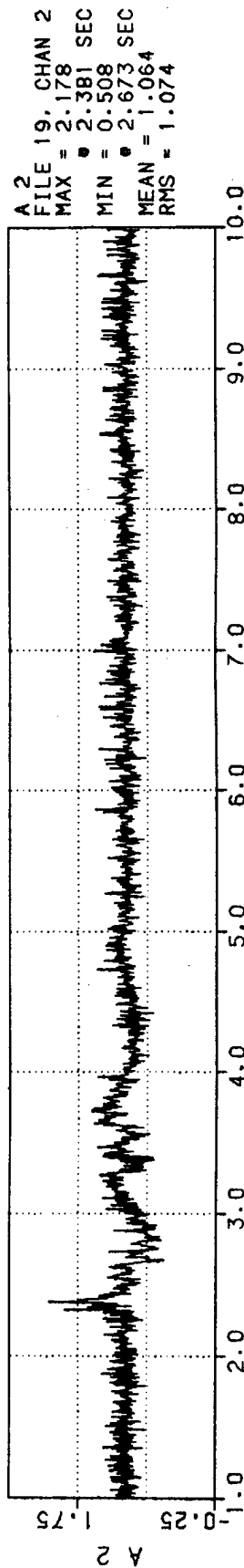
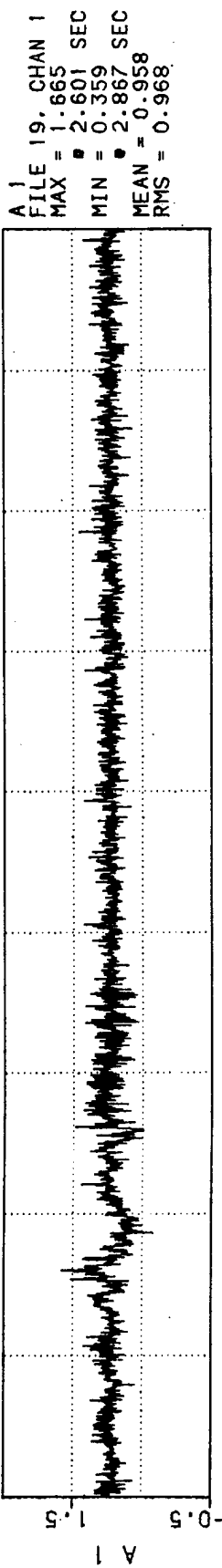
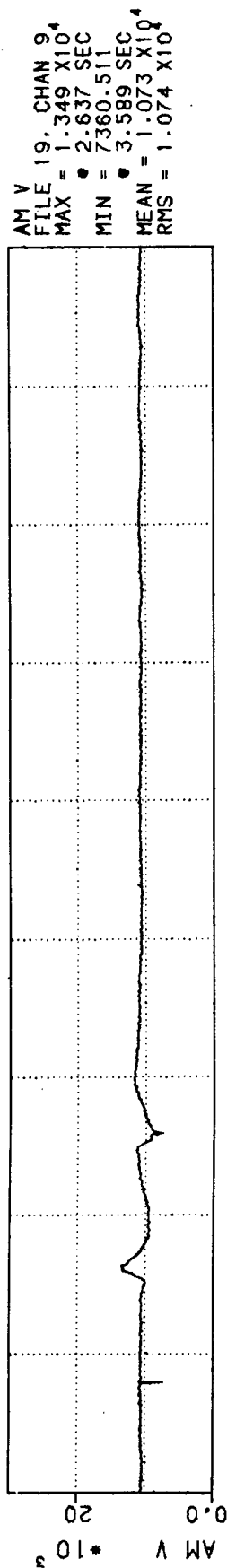
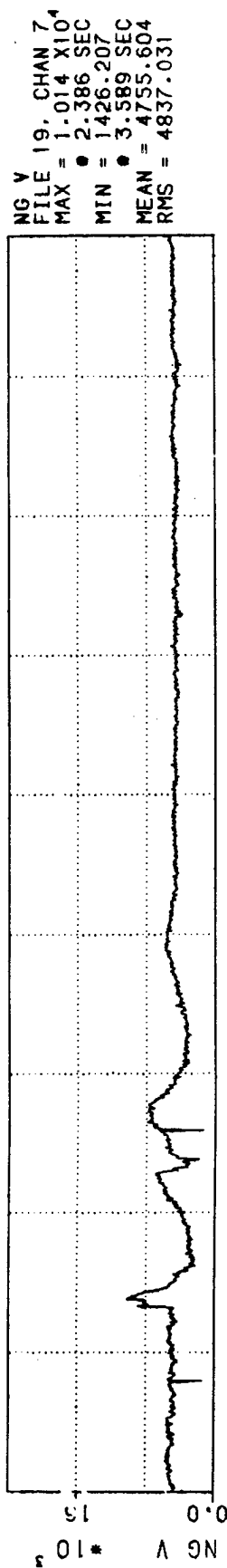
A-7D HAVE BOUNCE TEST: WHITEMAN AFB

40 KNOTS : SPALL : HEAVY WEIGHT



TIME - SECONDS
RUN NO. 15
PAGE NO. 6
DELTA T (MSEC) = 5.120

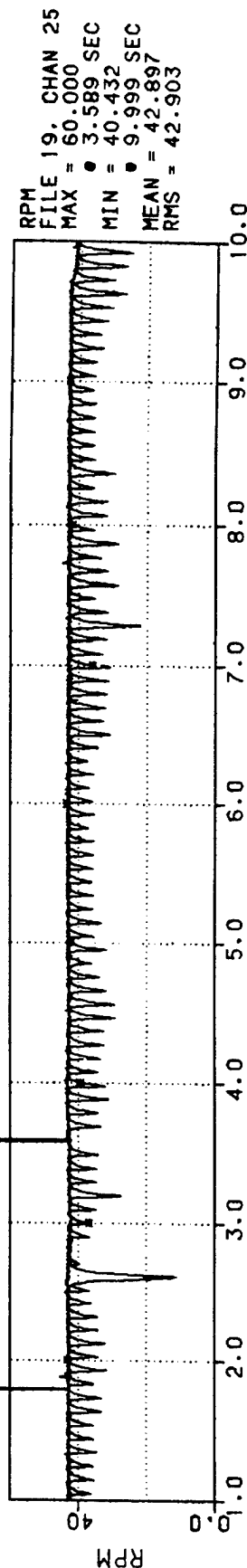
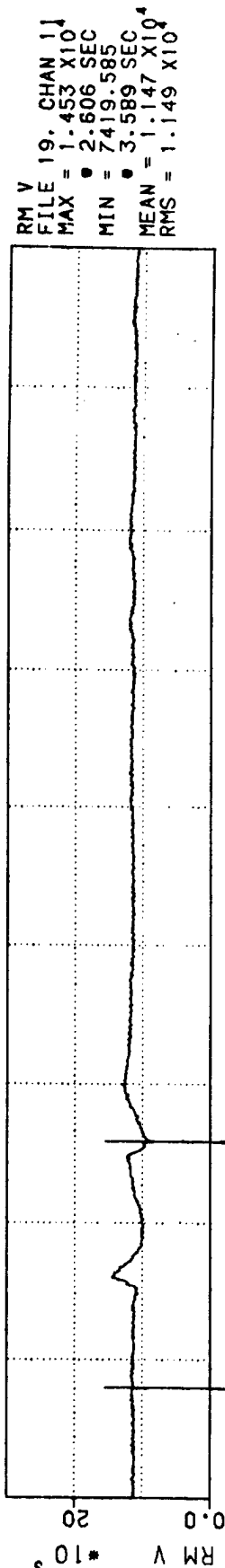
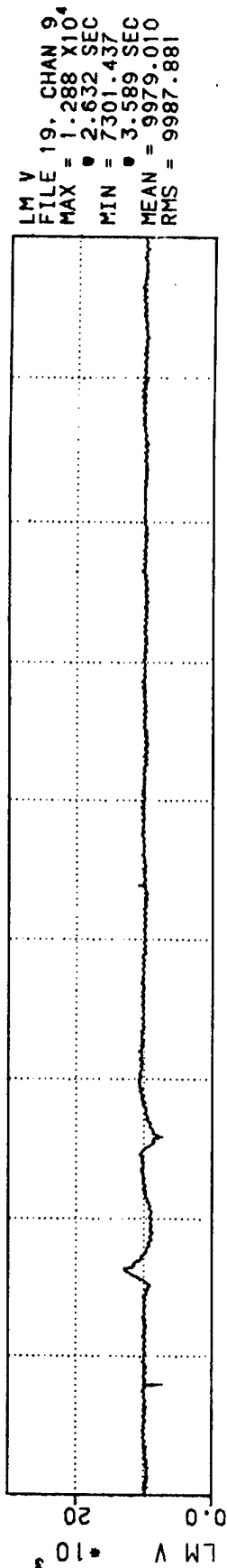
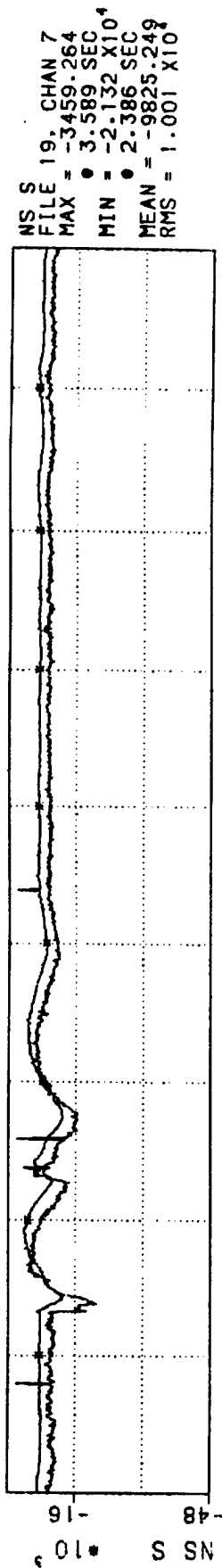
A-7D HAVE BOUNCE TEST: WHITEMAN AFB 40 KNOTS : SINGLE BUMP : LIGHT WEIGHT



TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 16 PAGE NO. 1

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

40 KNOTS : SINGLE BUMP : LIGHT WEIGHT



TIME - SECONDS

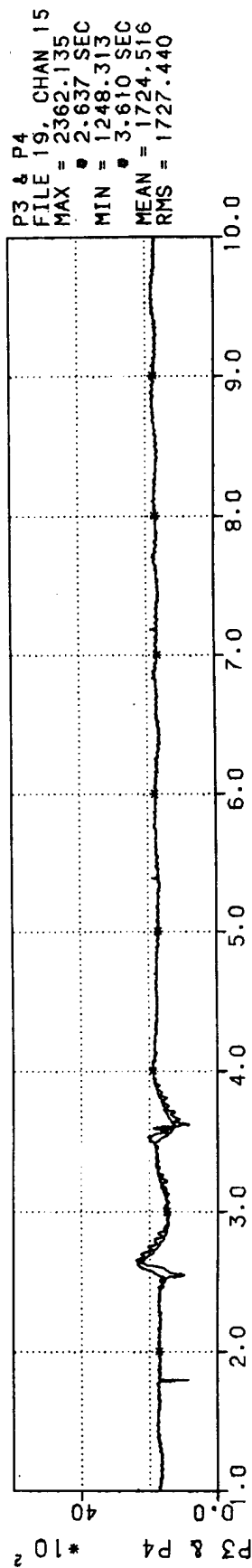
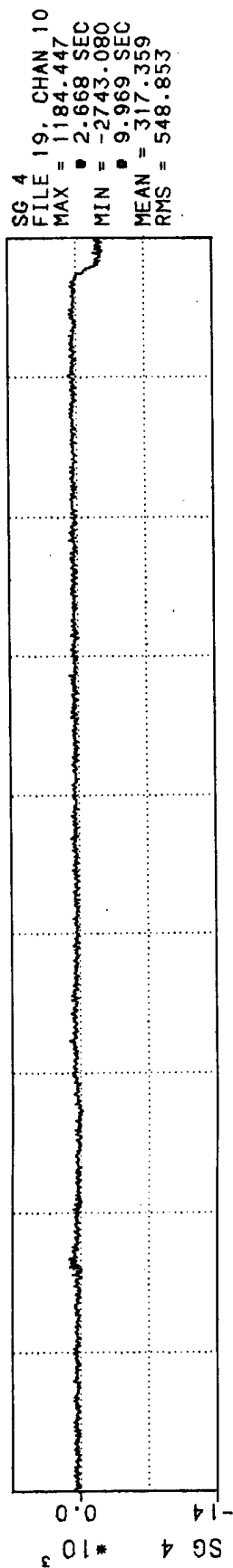
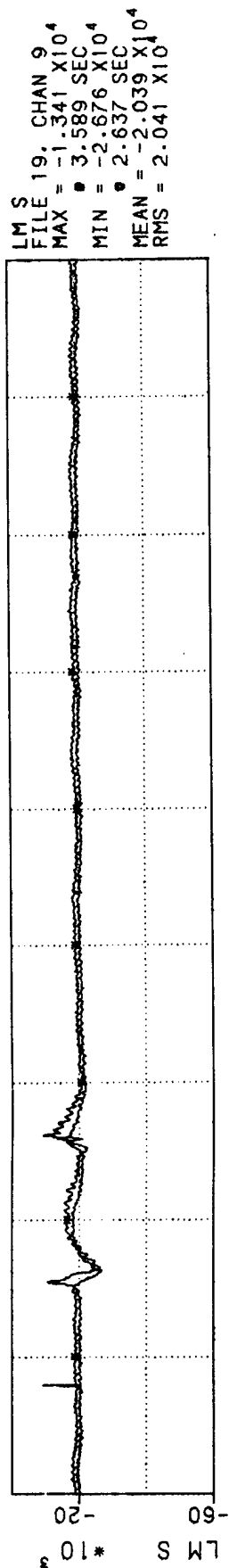
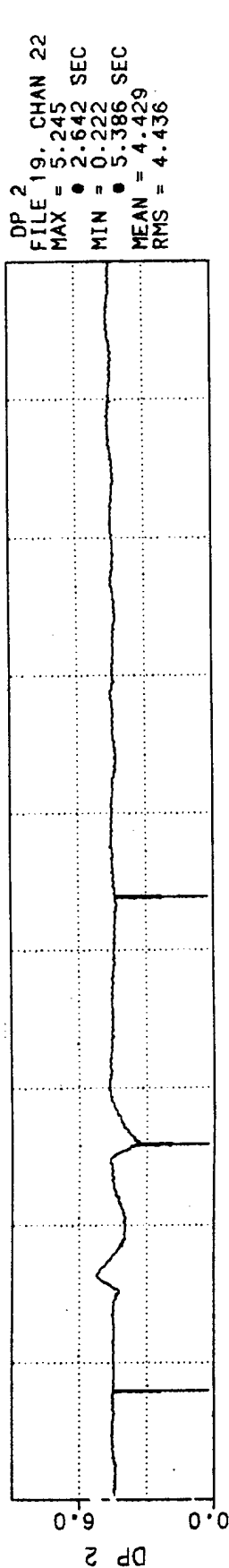
DELTA T (MSEC) = 5.120

RUN NO. 16

PAGE NO. 2

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

40 KNOTS : SINGLE BUMP : LIGHT WEIGHT



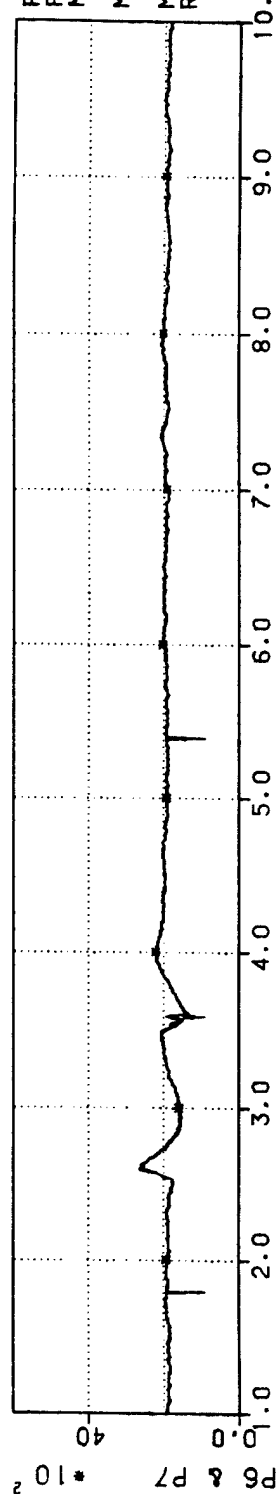
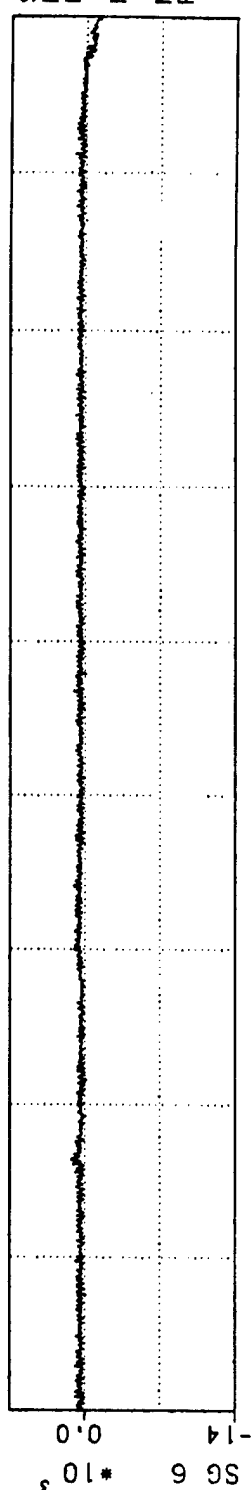
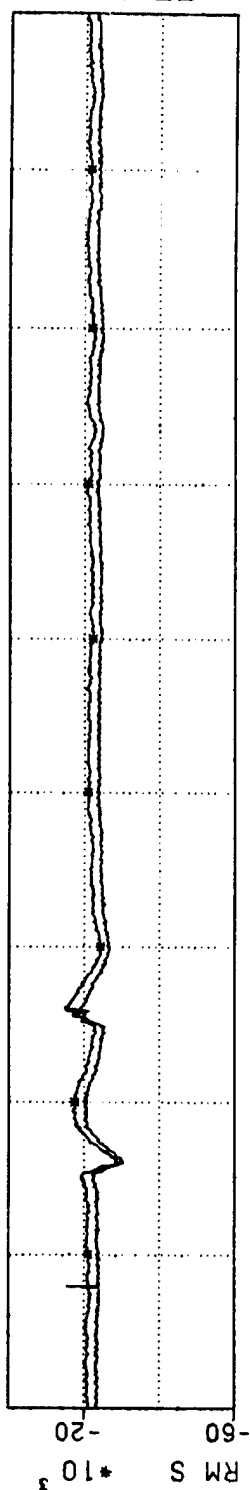
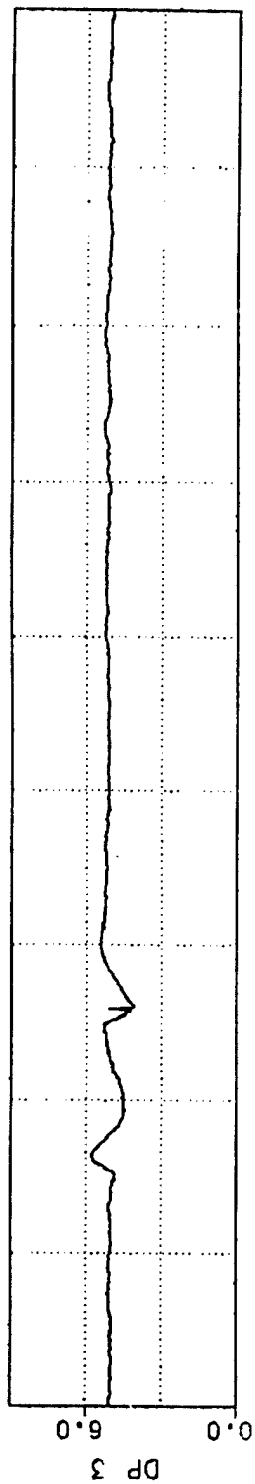
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 16 PAGE NO. 3

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

40 KNOTS : SINGLE BUMP : LIGHT WEIGHT

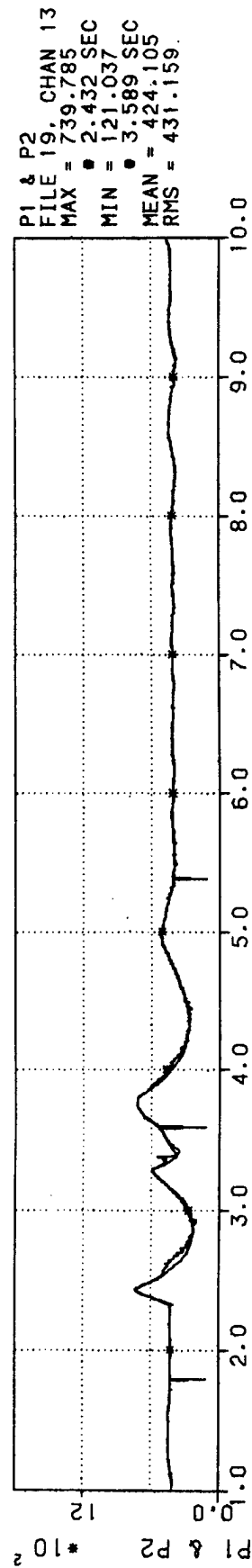
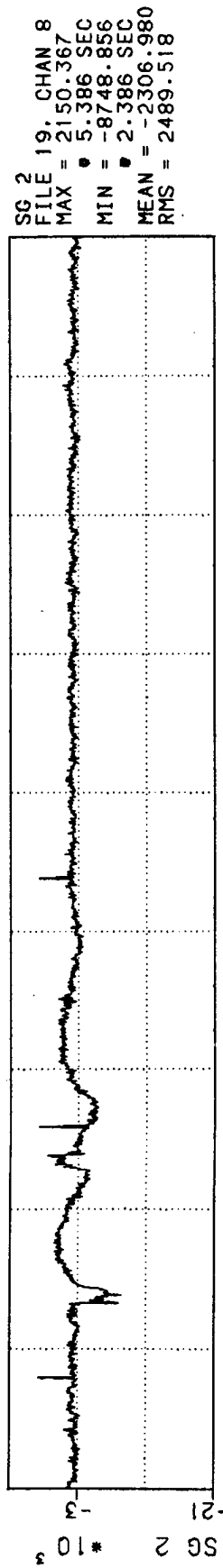
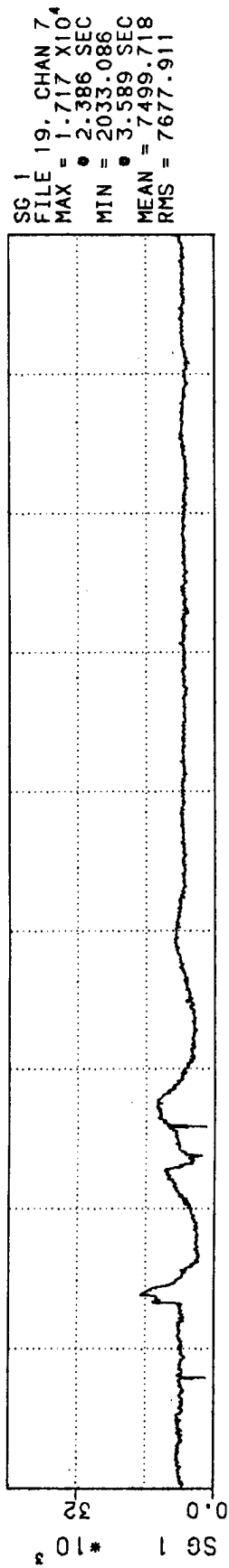
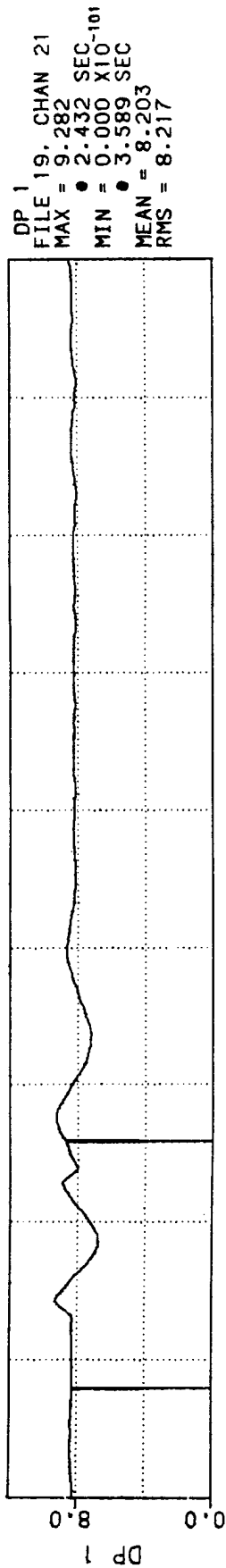


TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 16 PAGE NO. 4

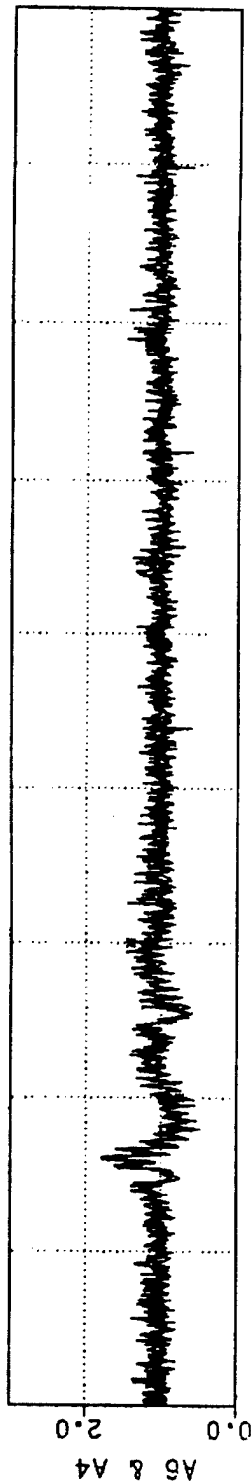
A-7D HAVE BOUNCE TEST: WHITEMAN AFB 40 KNOTS : SINGLE BUMP : LIGHT WEIGHT



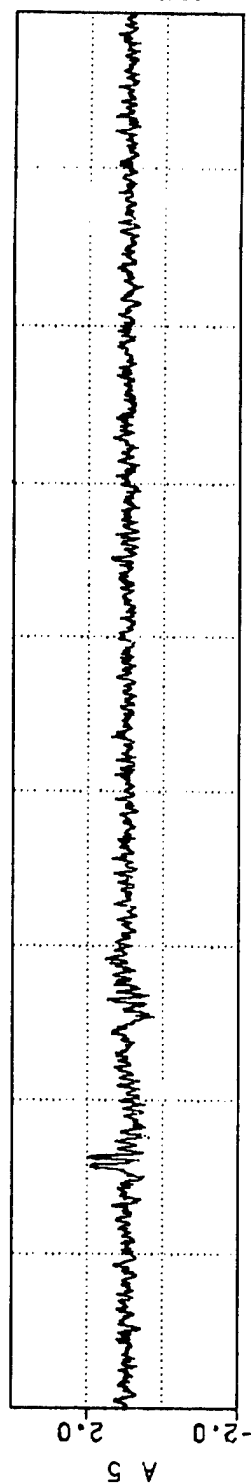
DELTA T (MSEC) = 5.120
RUN NO. 16 PAGE NO. 5

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

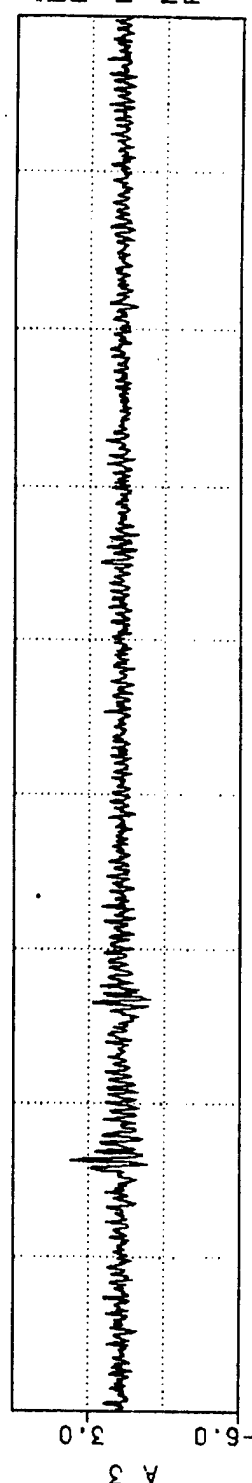
40 KNOTS : SINGLE BUMP : LIGHT WEIGHT



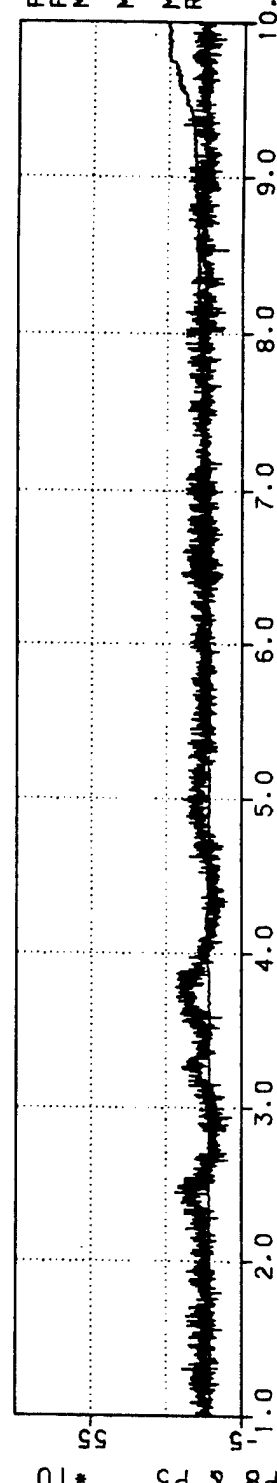
A6 & A4
FILE 19, CHAN 6
MAX = 1.691
MIN = 0.470
MEAN = 0.978
RMS = 0.984



A 5
FILE 19, CHAN 5
MAX = 1.962
MIN = 0.256
MEAN = 0.951
RMS = 0.966



A 3
FILE 19, CHAN 3
MAX = 4.087
MIN = -0.700
MEAN = 1.064
RMS = 1.145



P8 & P5
FILE 19, CHAN 20
MAX = 260.988
MIN = 60.946
MEAN = 100.397
RMS = 107.202

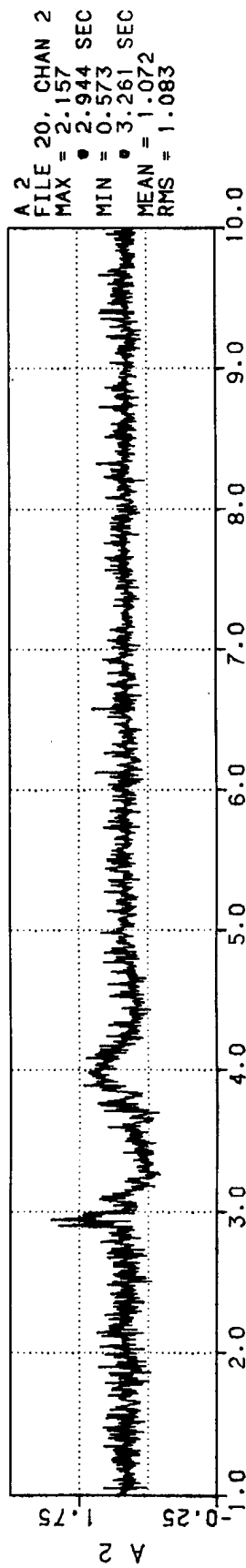
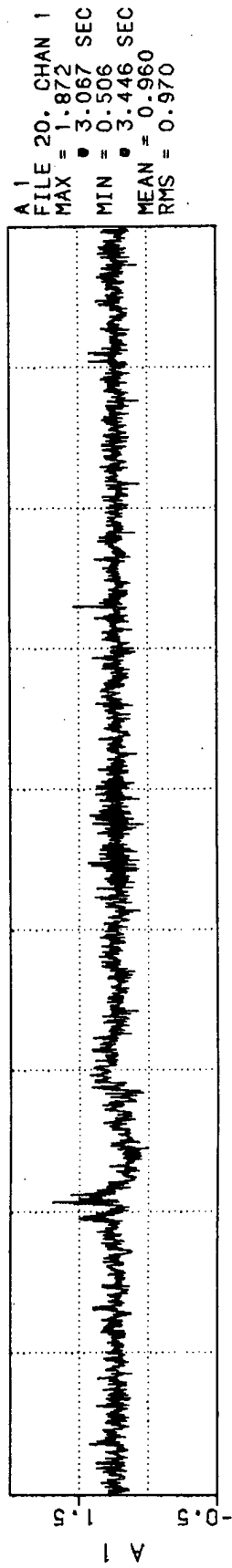
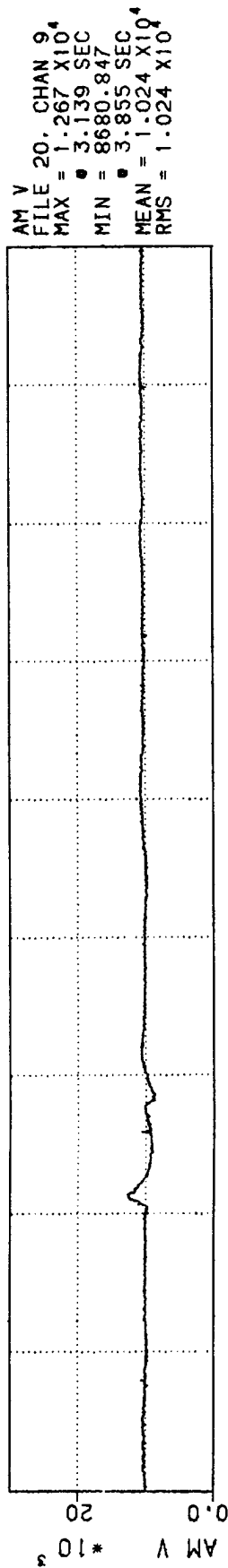
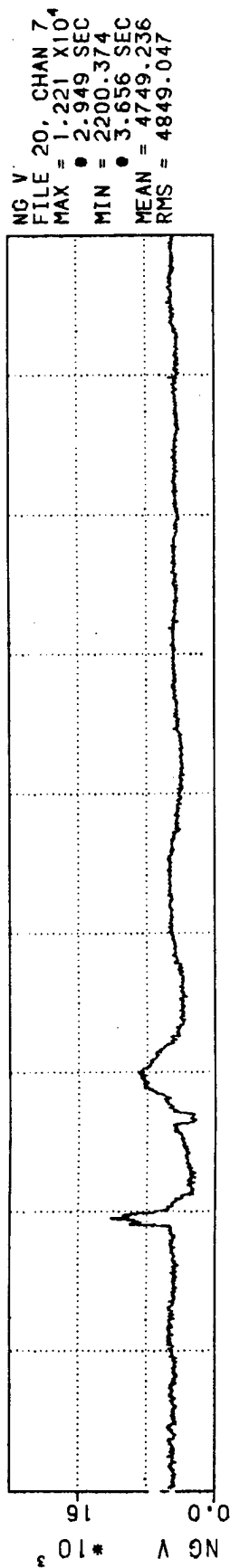
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 16

PAGE NO. 6

A-7D HAVE BOUNCE TEST: WHITEMAN AFB 60 KNOTS : SINGLE BUMP : LIGHT WEIGHT



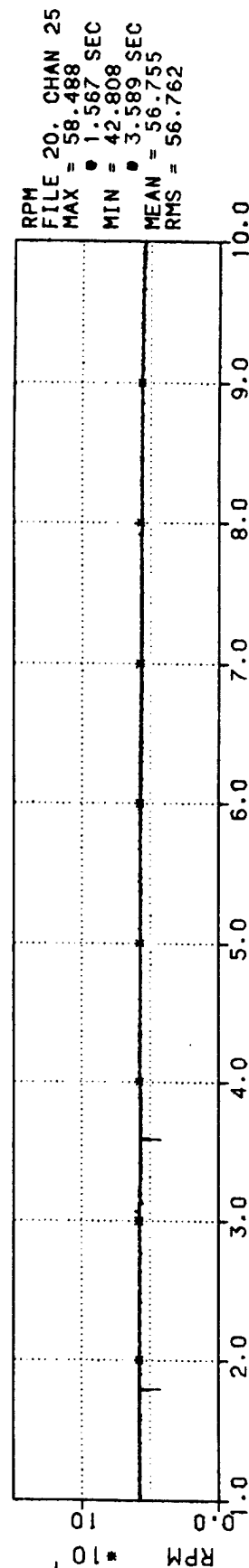
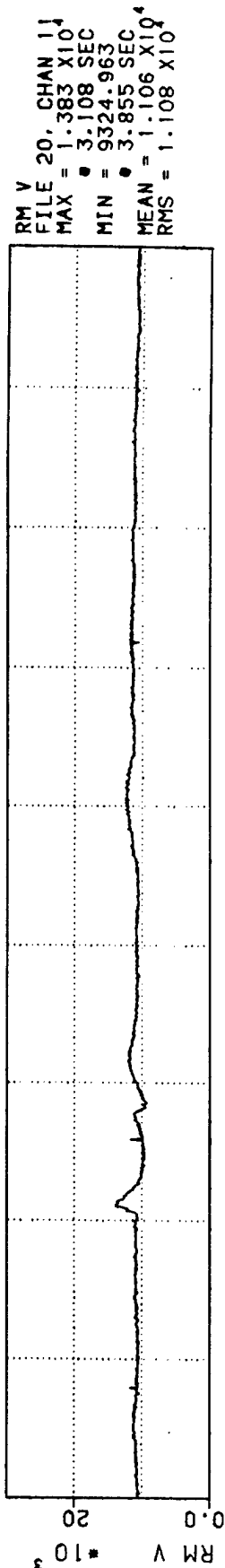
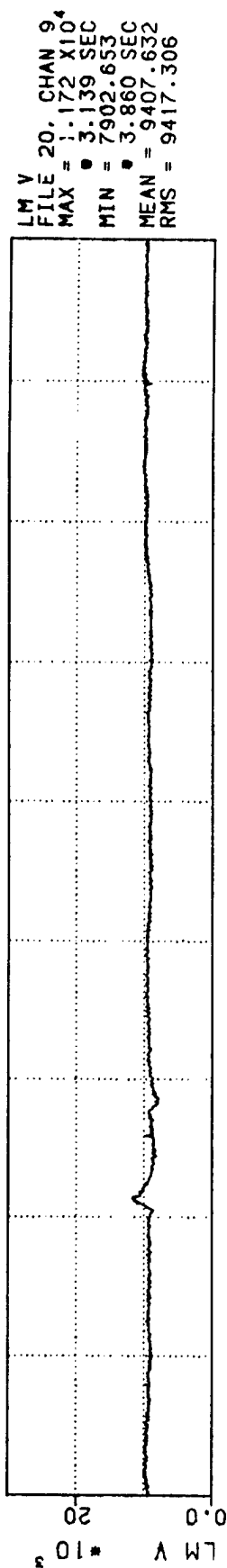
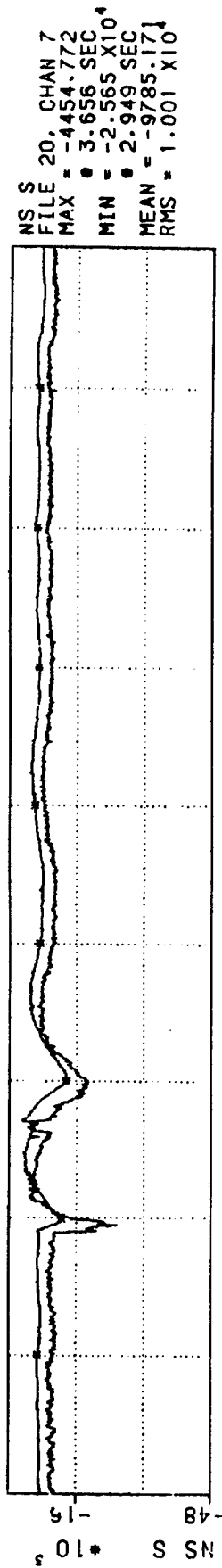
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 17 PAGE NO. 1

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

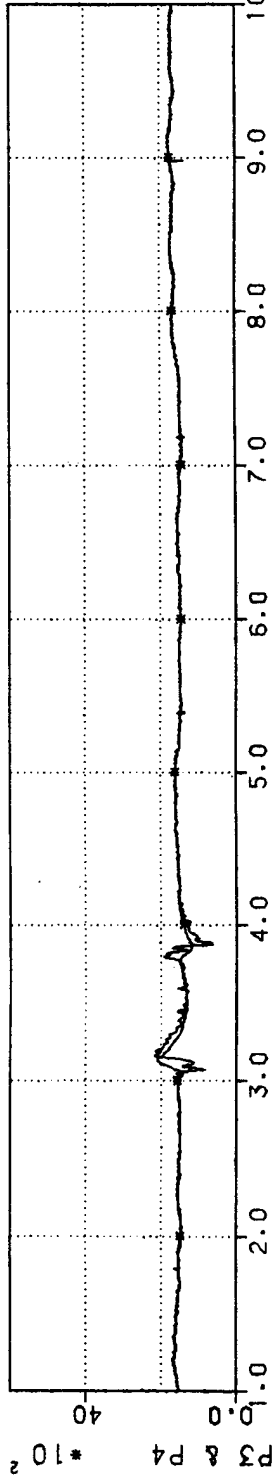
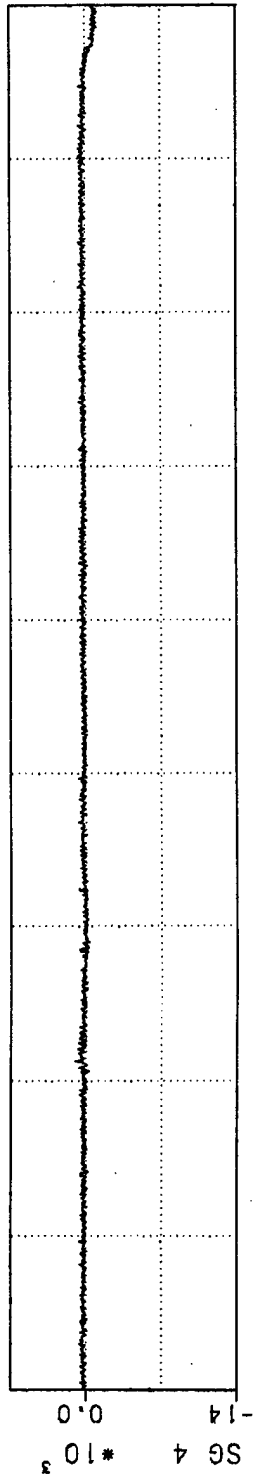
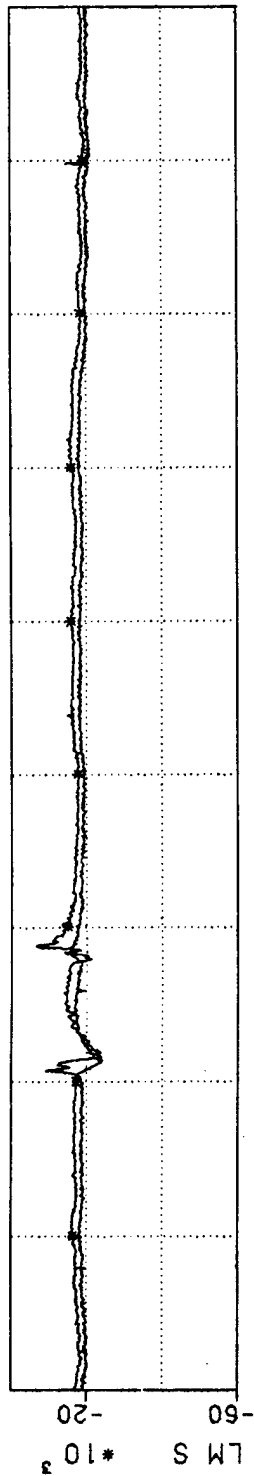
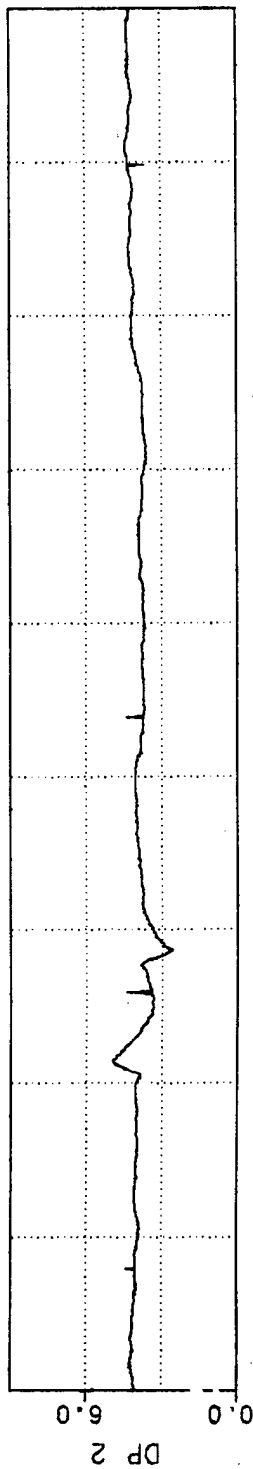
60 KNOTS : SINGLE BUMP : LIGHT WEIGHT



TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 17 PAGE NO. 2

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

60 KNOTS : SINGLE BUMP : LIGHT WEIGHT



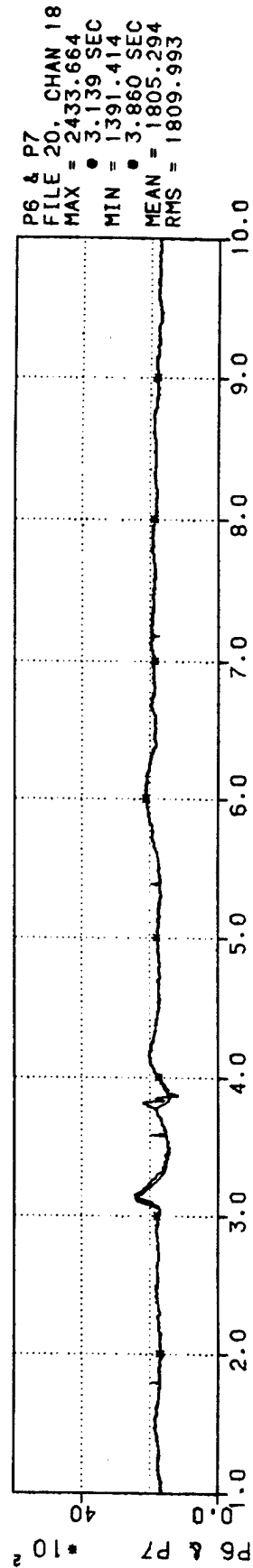
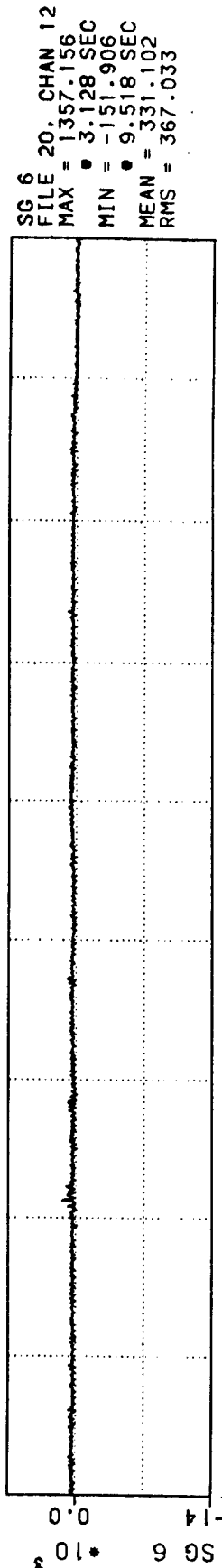
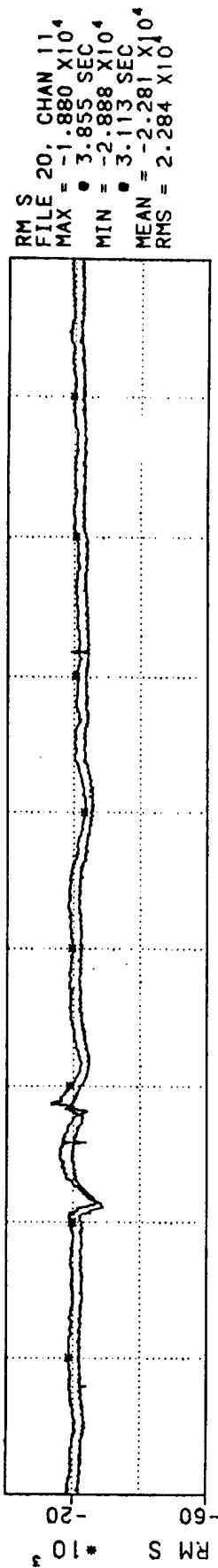
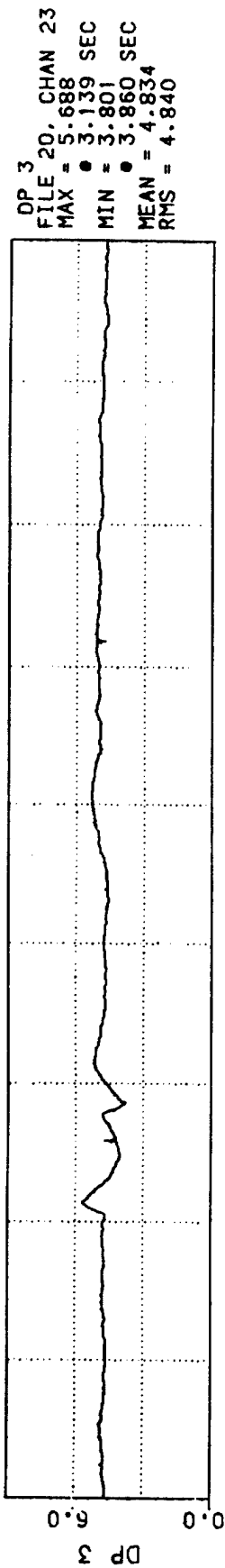
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 17 PAGE NO. 3

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

60 KNOTS : SINGLE BUMP : LIGHT WEIGHT



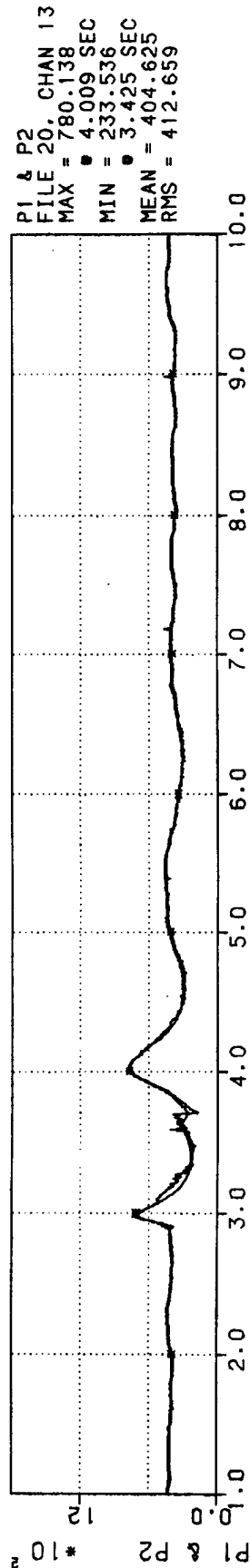
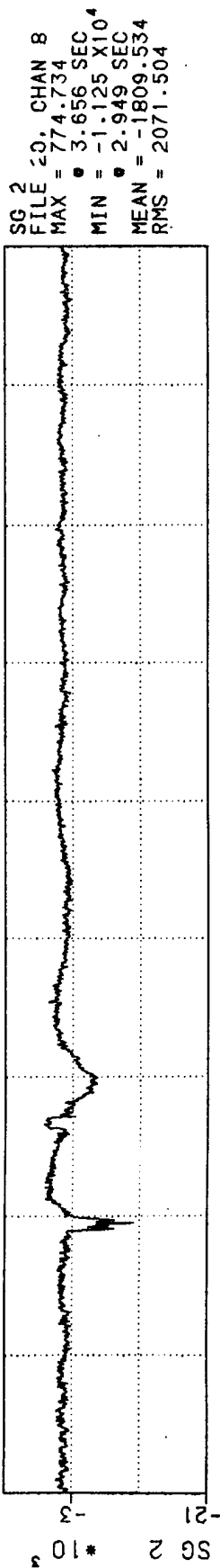
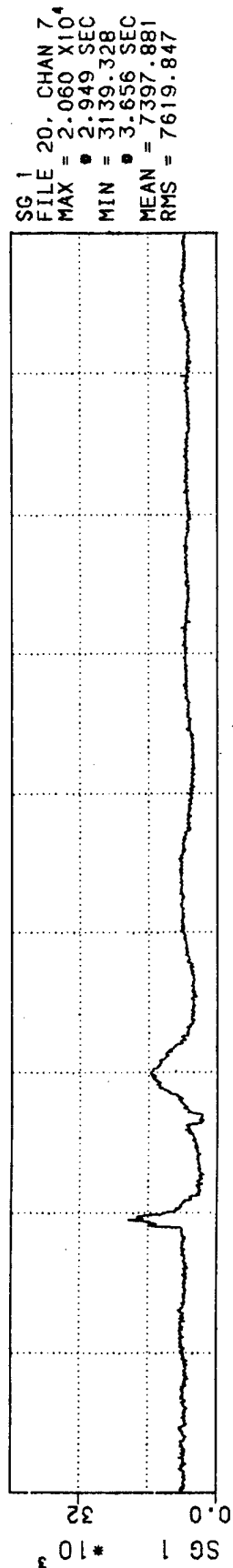
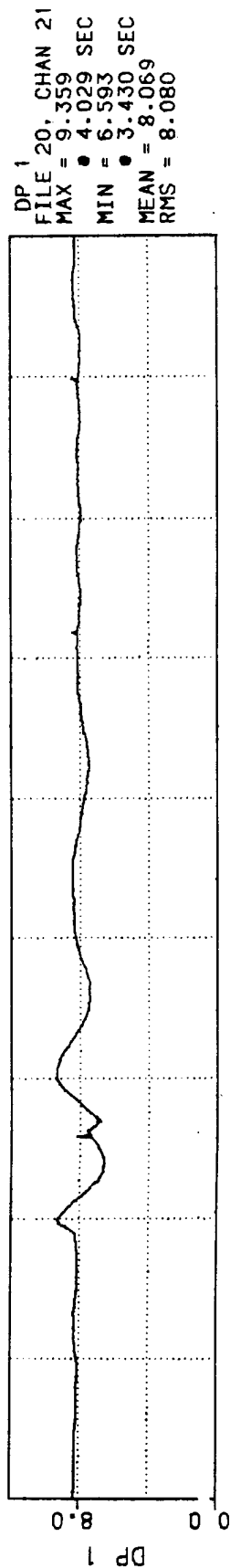
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 17 PAGE NO. 4

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

60 KNOTS : SINGLE BUMP : LIGHT WEIGHT

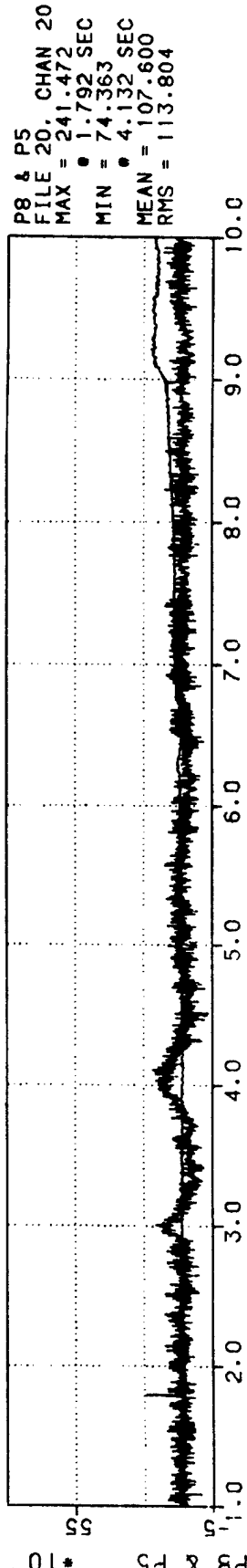
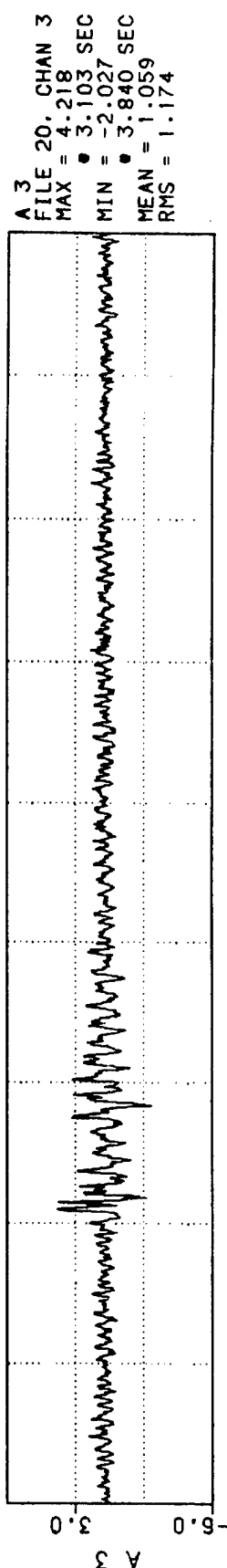
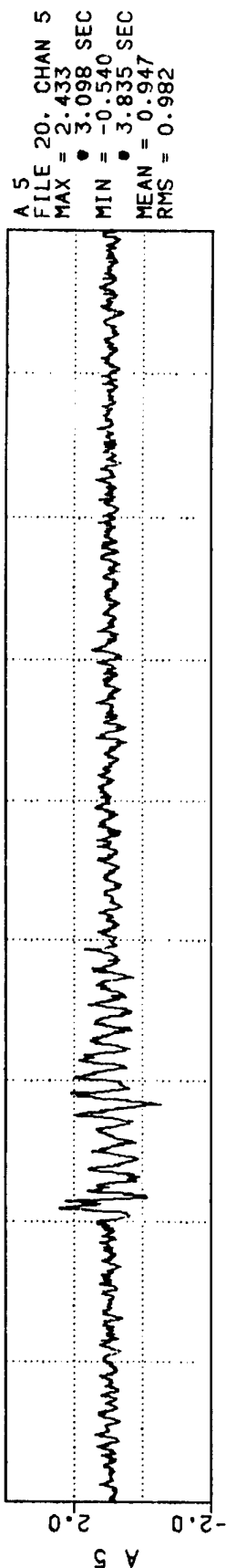
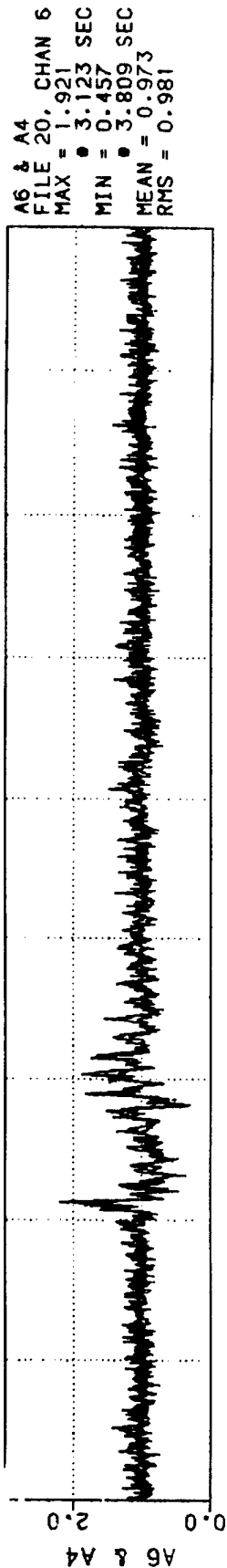


TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 17 PAGE NO. 5

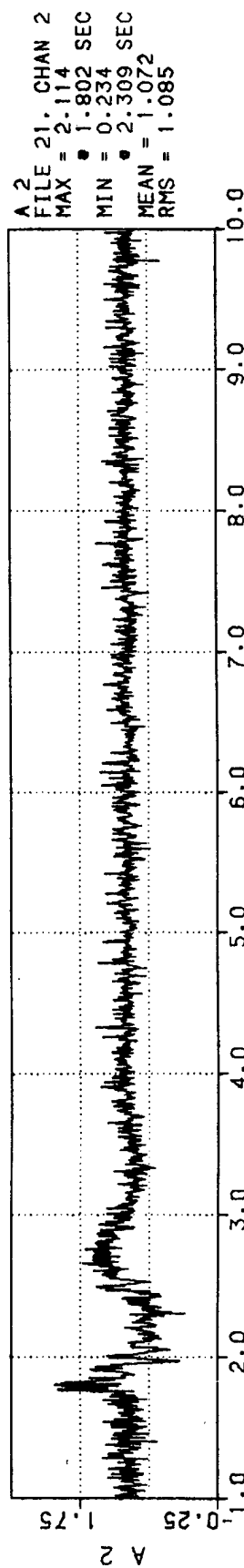
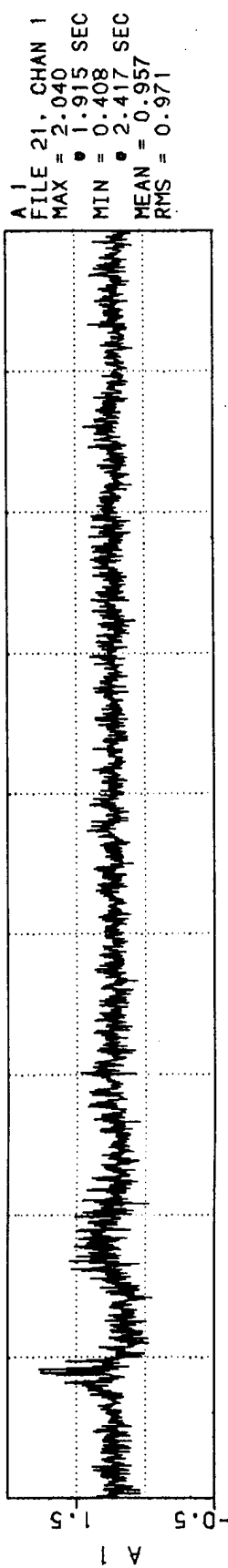
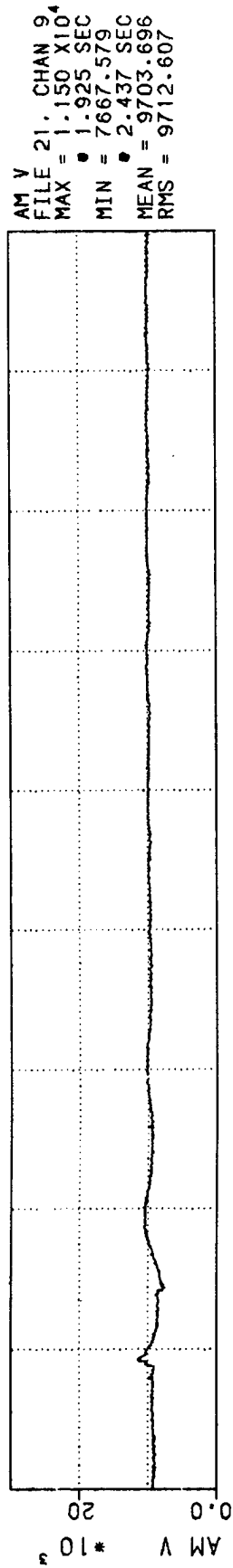
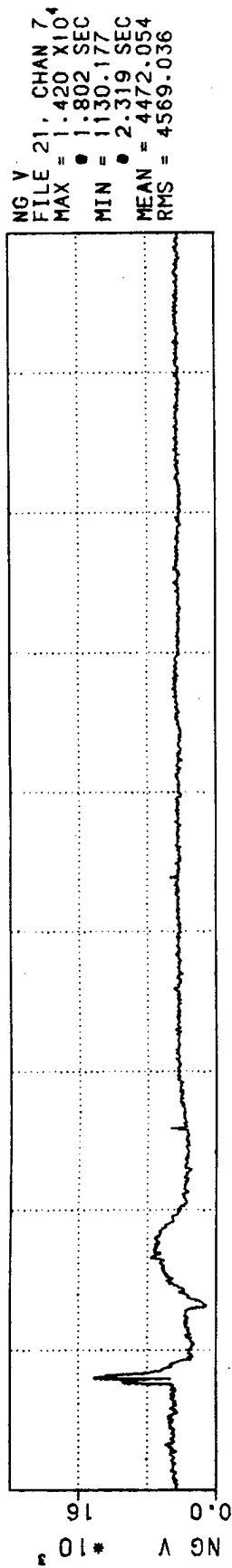
A-7D HAVE BOUNCE TEST: WHITEMAN AFB 60 KNOTS : SINGLE BUMP : LIGHT WEIGHT



TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 17 PAGE NO. 6

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

80 KNOTS : SINGLE BUMP : LIGHT WEIGHT



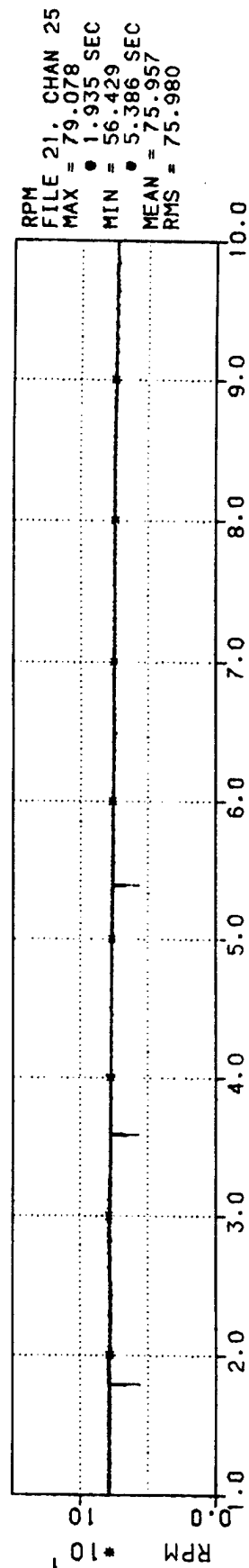
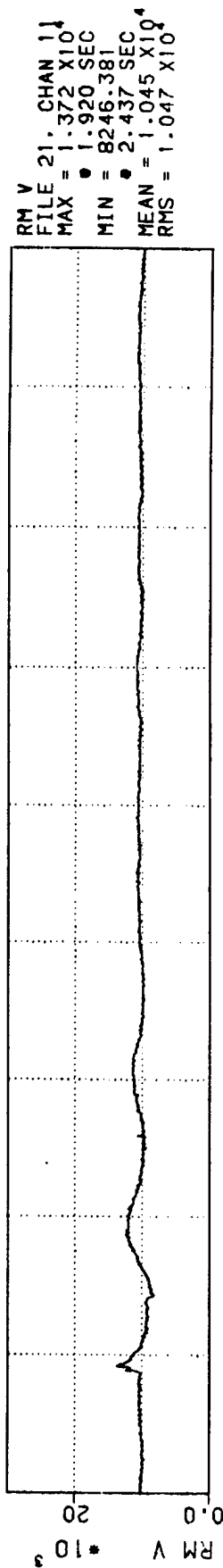
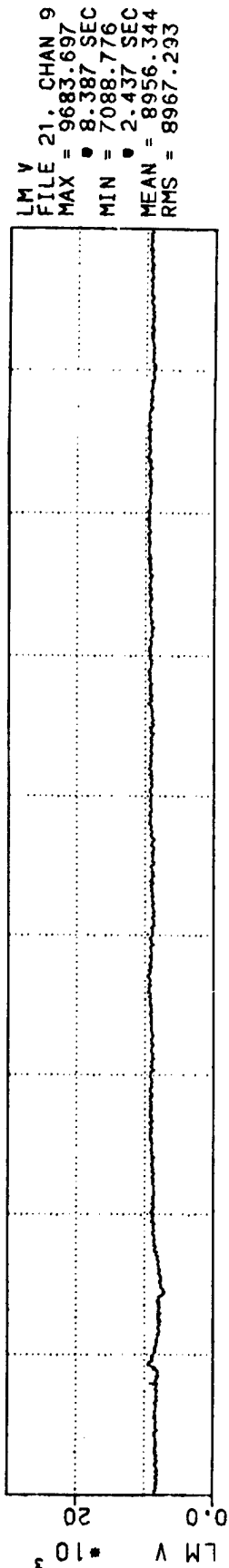
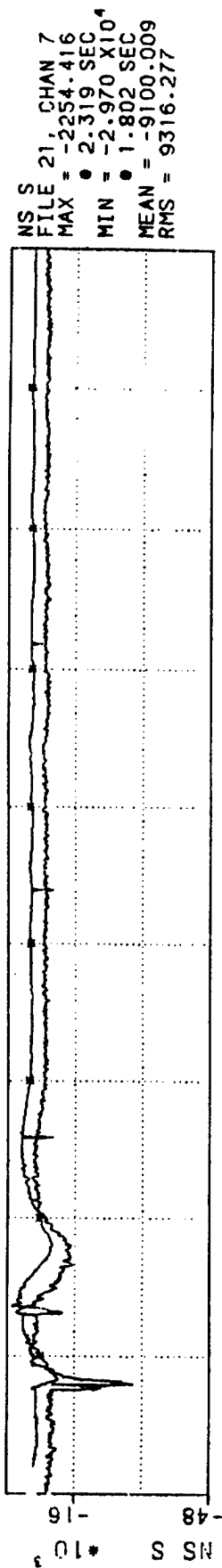
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 18 PAGE NO. 1

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

80 KNOTS : SINGLE BUMP : LIGHT WEIGHT



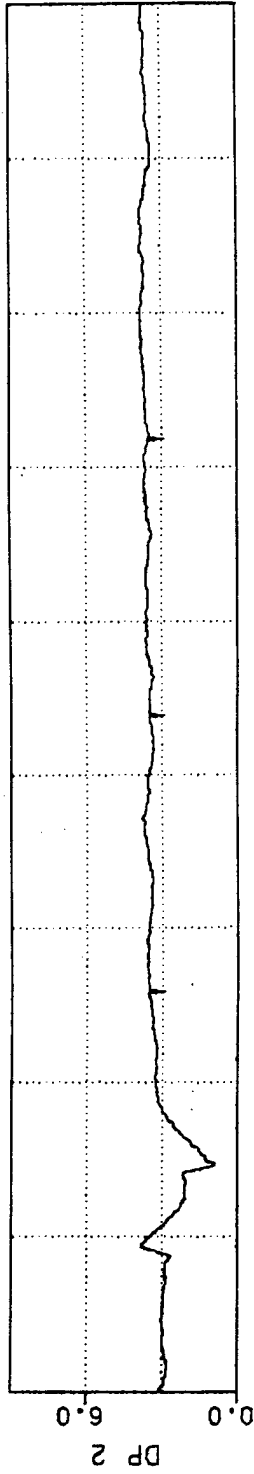
TIME - SECONDS

DELTA T (MSEC) = 5.120

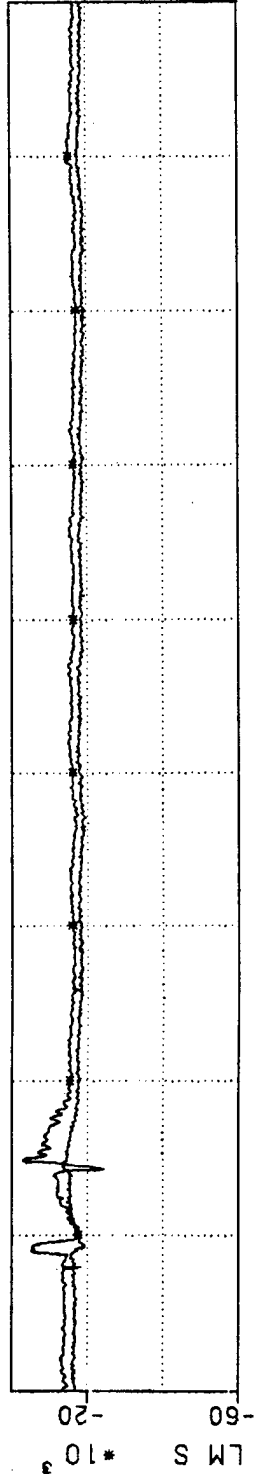
RUN NO. 18 PAGE NO. 2

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

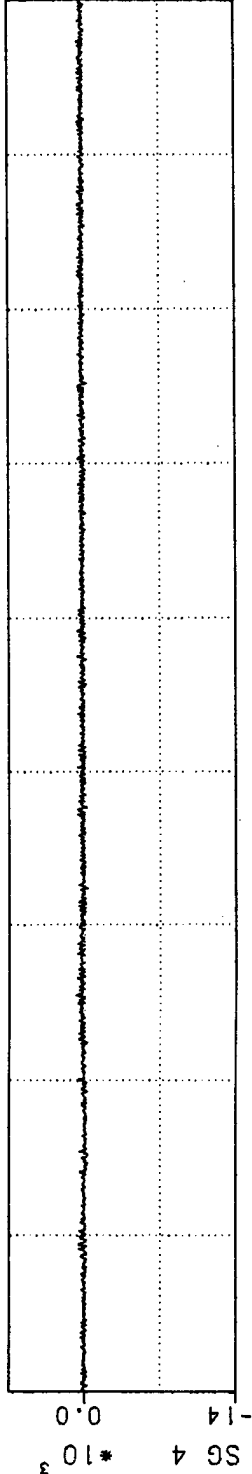
80 KNOTS : SINGLE BUMP : LIGHT WEIGHT



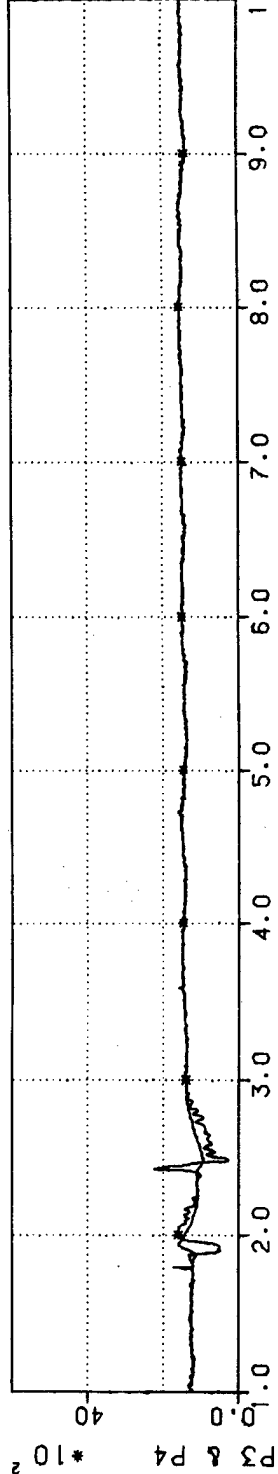
DP 2
FILE 21, CHAN 22
MAX = 3.842
MIN = 1.946 SEC
MEAN = 0.880
RMS = 2.468 SEC
RMS = 3.375
RMS = 3.407



LM S
FILE 21, CHAN 9
MAX = -1.347 X10⁴
MIN = 2.452 SEC
MEAN = -1.949 X10⁴
RMS = 8.387 SEC
RMS = -1.787 X10⁴
RMS = 1.790 X10⁴



SG 4
FILE 21, CHAN 10
MAX = 773.727
MIN = 3.543 SEC
MEAN = -304.418
RMS = 2.458 SEC
RMS = 173.836
RMS = 236.851



P3 & P4
FILE 21, CHAN 15
MAX = 1720.954
MIN = 1.792 SEC
MEAN = 955.202
RMS = 2.478 SEC
RMS = 1413.759
RMS = 1418.948

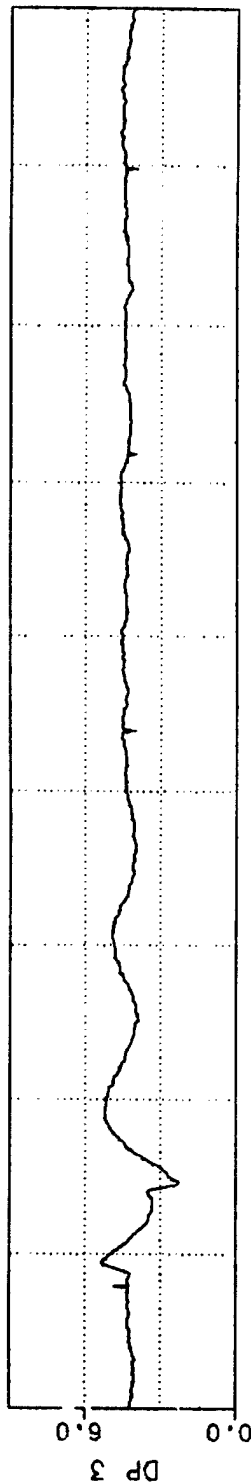
TIME - SECONDS

DELTA T (MSEC) = 5.120

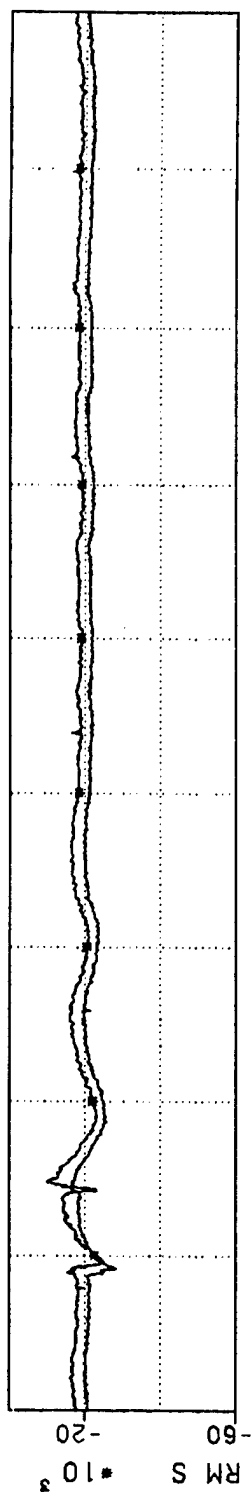
RUN NO. 18 PAGE NO. 3

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

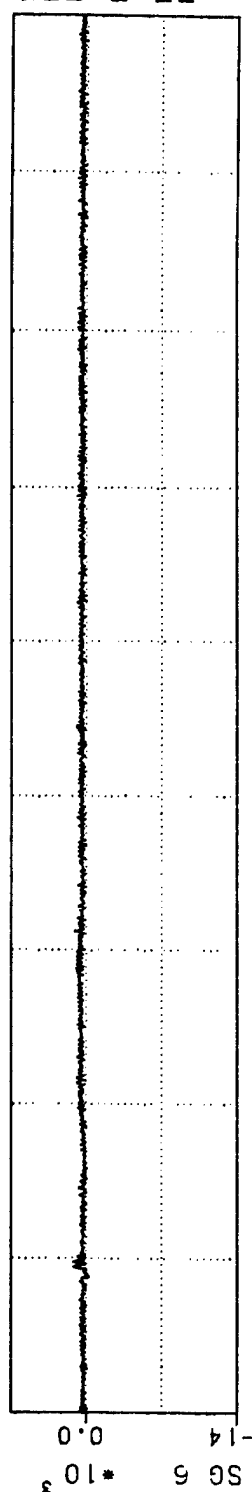
80 KNOTS : SINGLE BUMP : LIGHT WEIGHT



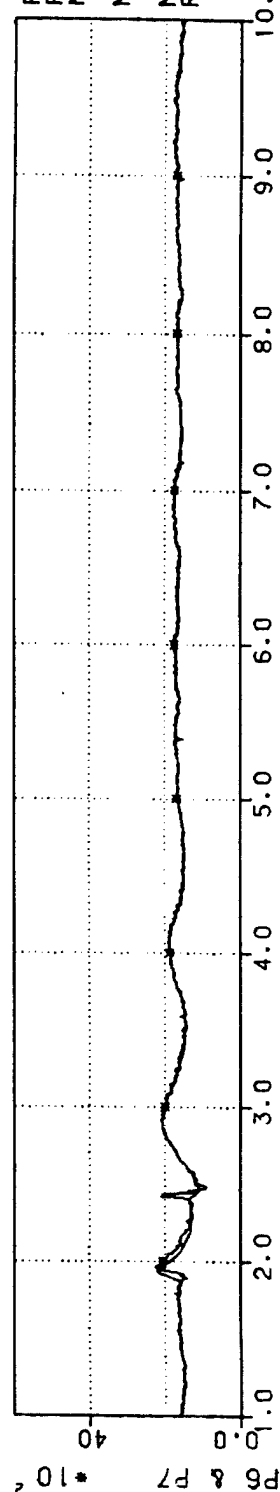
DP 3
FILE 21, CHAN 23
MAX = 5.348
MIN = 1.946 SEC
MEAN = 2.259
RMS = 2.468 SEC
RMS = 4.348
RMS = 4.364



RM S
FILE 21, CHAN 11
MAX = -1.618 X10⁴
MIN = 2.437 SEC
MEAN = -2.838 X10⁴
RMS = 1.920 SEC
RMS = -2.132 X10⁴
RMS = 2.136 X10⁴



SG 6
FILE 21, CHAN 12
MAX = 1256.555
MIN = 1.946 SEC
MEAN = -277.664
RMS = 1.884 SEC
RMS = 414.510
RMS = 457.815



P6 & P7
FILE 21, CHAN 18
MAX = 2204.491
MIN = 1.940 SEC
MEAN = 1075.692
RMS = 2.473 SEC
RMS = 1639.256
RMS = 1645.423

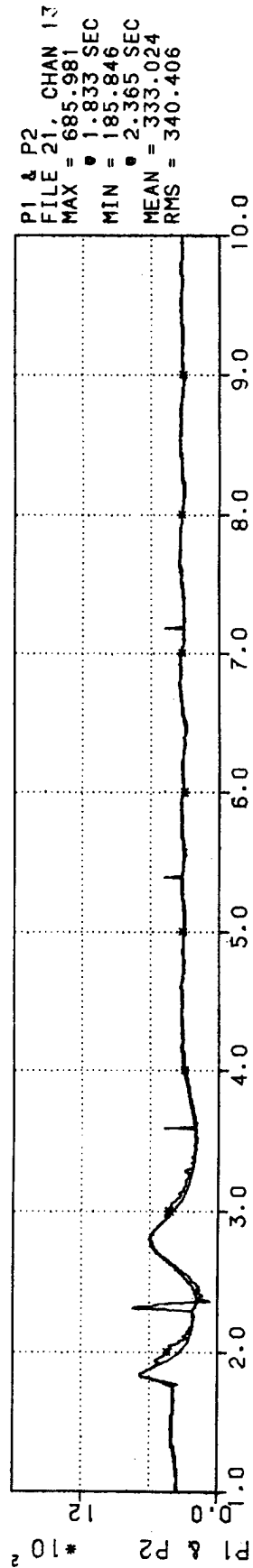
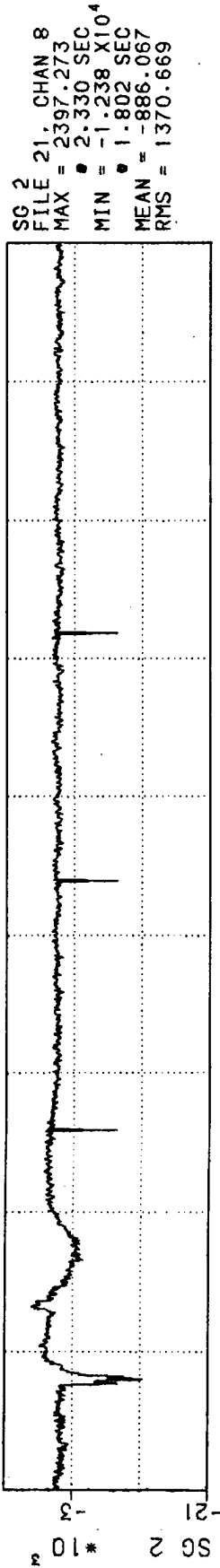
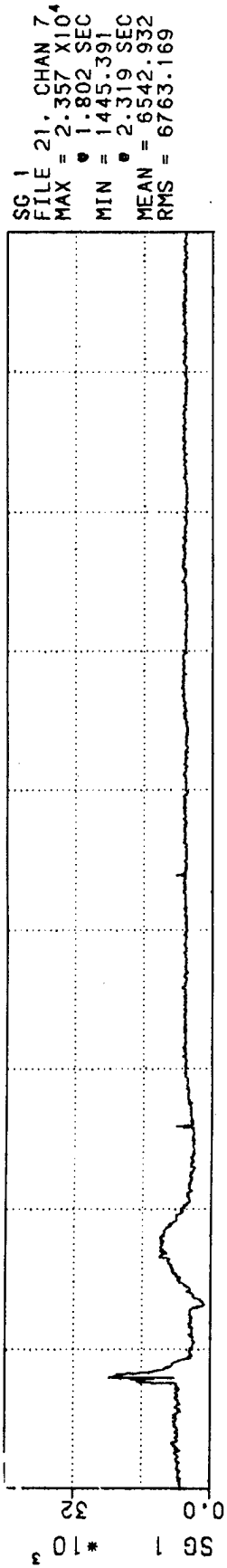
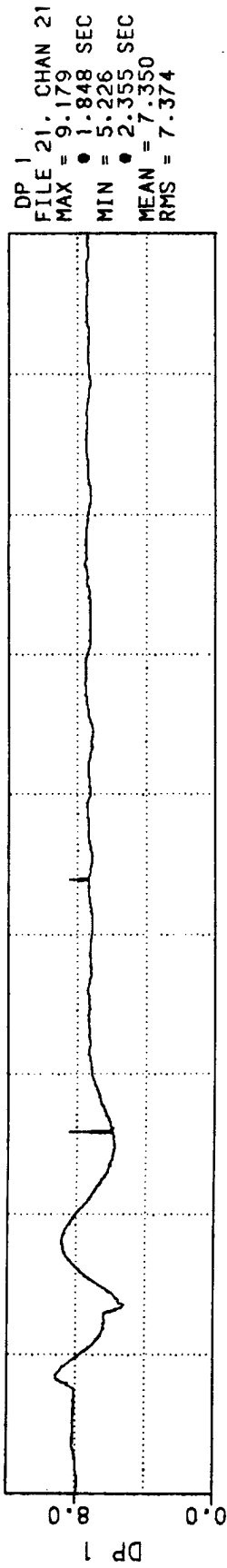
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 18 PAGE NO. 4

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

80 KNOTS : SINGLE BUMP : LIGHT WEIGHT

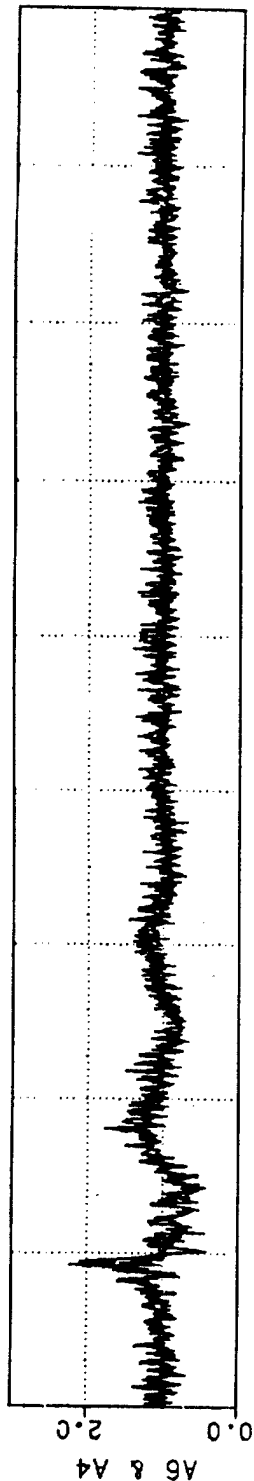


TIME - SECONDS

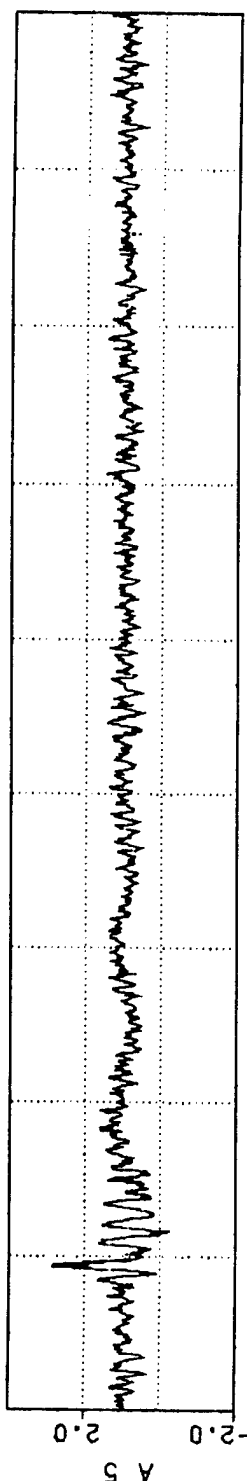
DELTA T (MSEC) = 5.120

RUN NO. 18 PAGE NO. 5

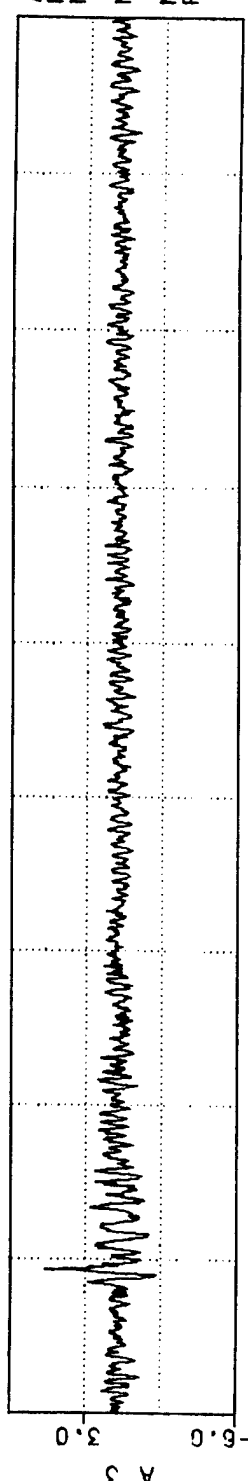
A-7D HAVE BOUNCE TEST: WHITEMAN AFB 80 KNOTS : SINGLE BUMP : LIGHT WEIGHT



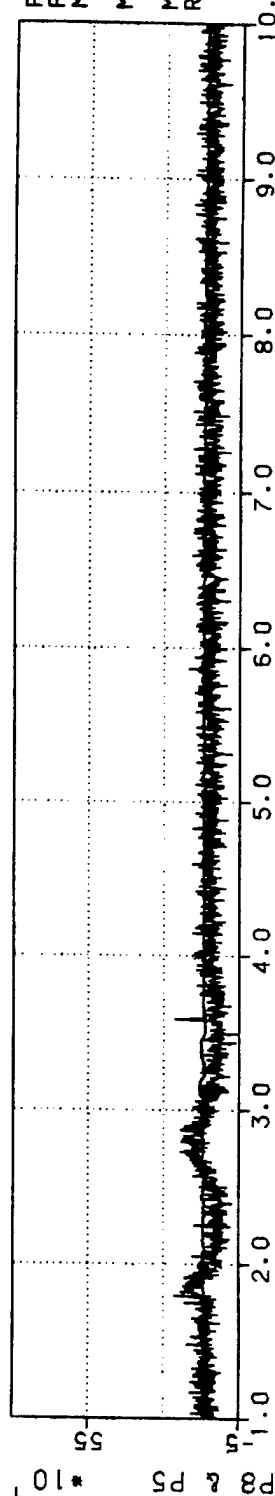
A6 & A4
FILE 21, CHAN 6
MAX = 1.710
MIN = 1.920 SEC
MEAN = 0.425
RMS = 0.977
RMS = 0.986



A 5
FILE 21, CHAN 5
MAX = 2.851
MIN = 1.930 SEC
MEAN = -0.292
RMS = 2.161
RMS = 0.949
RMS = 0.979



A 3
FILE 21, CHAN 3
MAX = 5.454
MIN = 1.935 SEC
MEAN = -1.204
RMS = 1.900
RMS = 1.057
RMS = 1.165

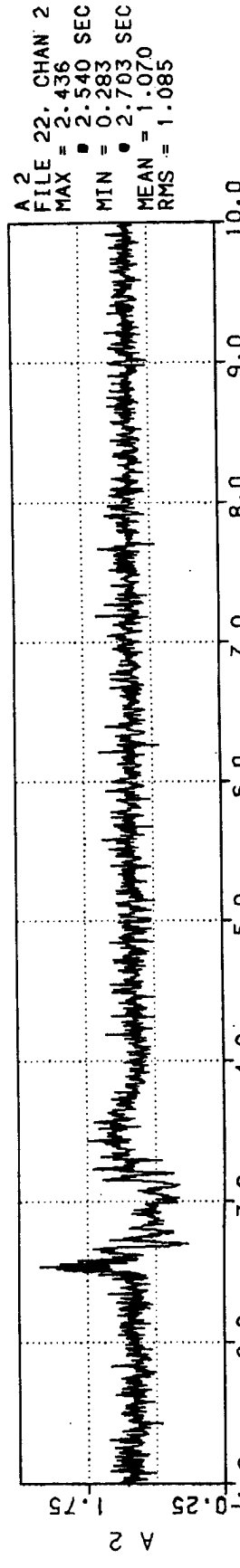
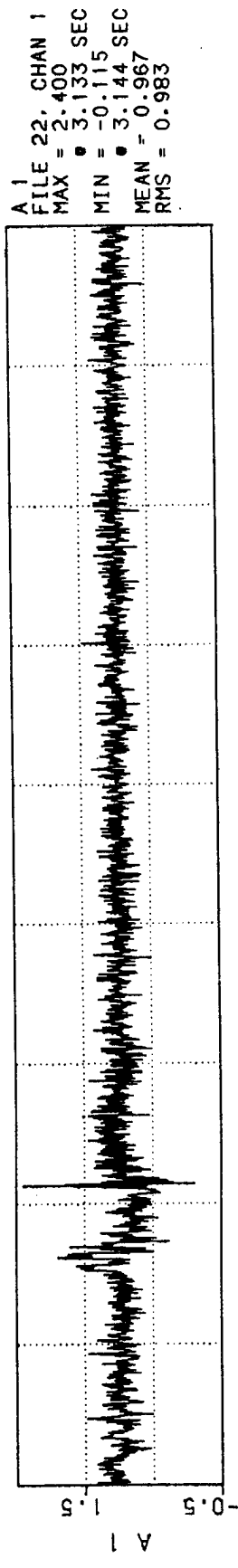
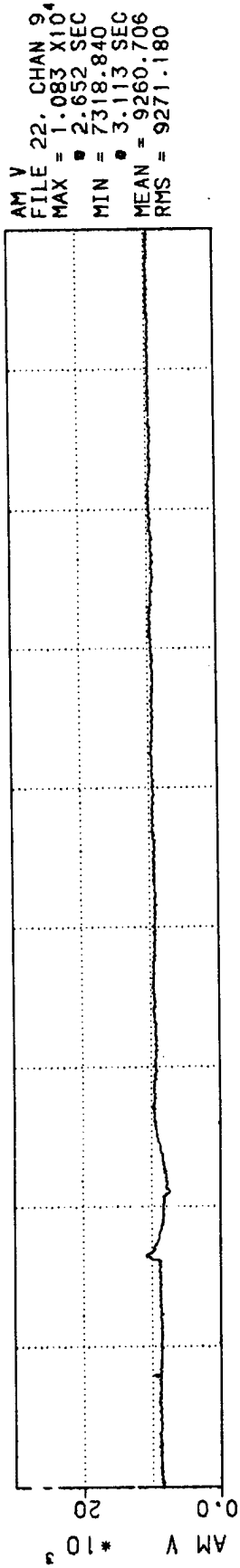
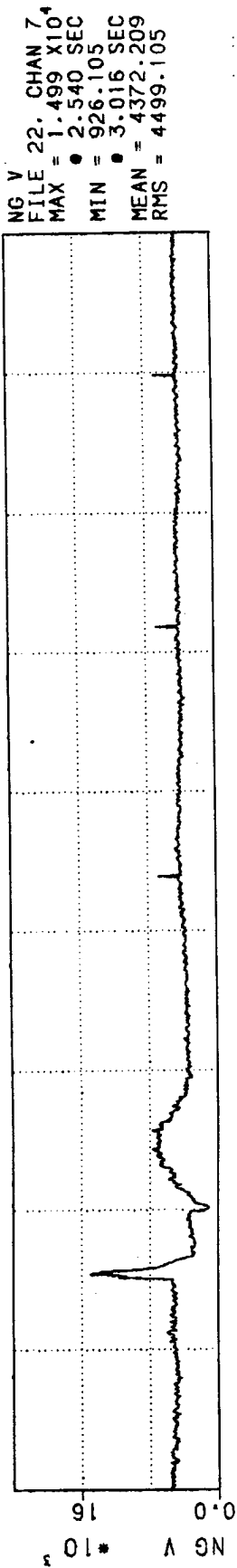


P8 & P5
FILE 21, CHAN 20
MAX = 206.099
MIN = 3.589 SEC
MEAN = 84.122
RMS = 3.267
RMS = 91.939
RMS = 92.076

TIME - SECONDS
RUN NO. 18
PAGE NO. 6
DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

90 KNOTS : SINGLE BUMP : LIGHT WEIGHT



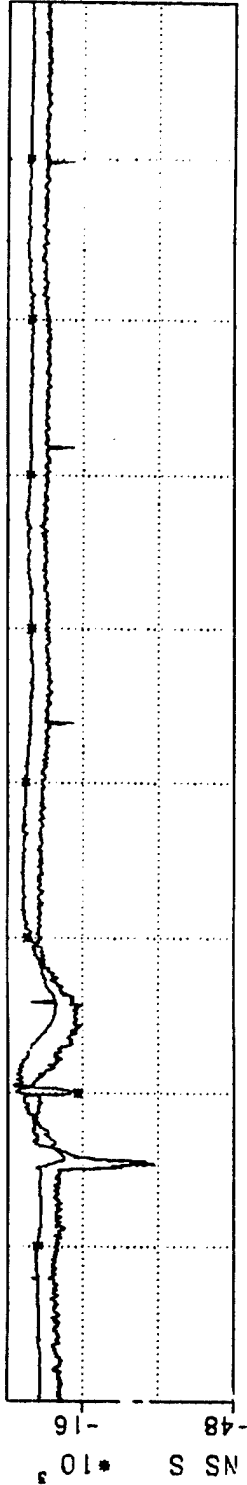
TIME - SECONDS

DELTA T (MSEC) = 5.120

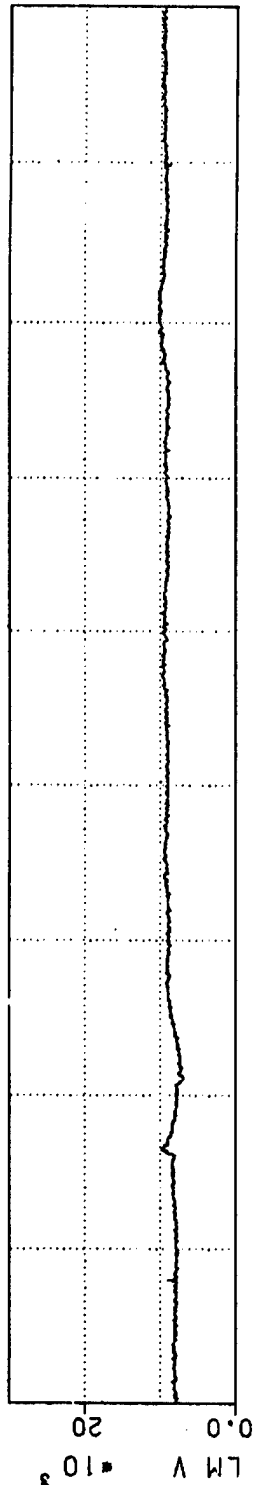
RUN NO. 19 PAGE NO. 1

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

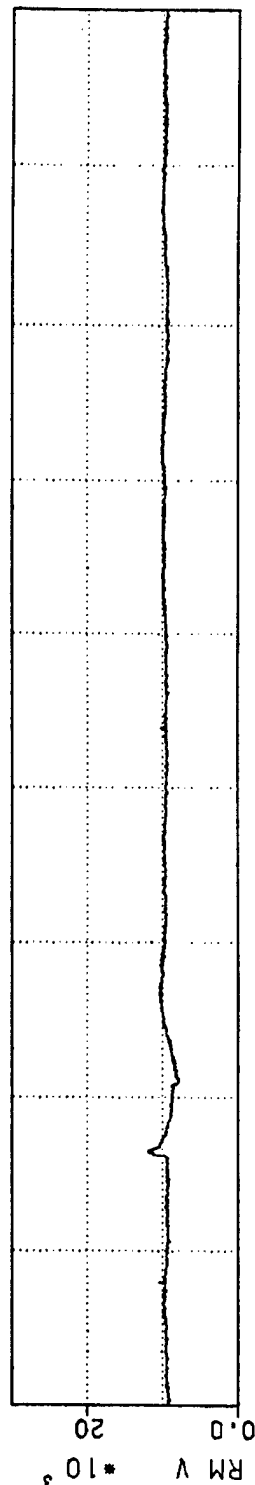
90 KNOTS : SINGLE BUMP : LIGHT WEIGHT



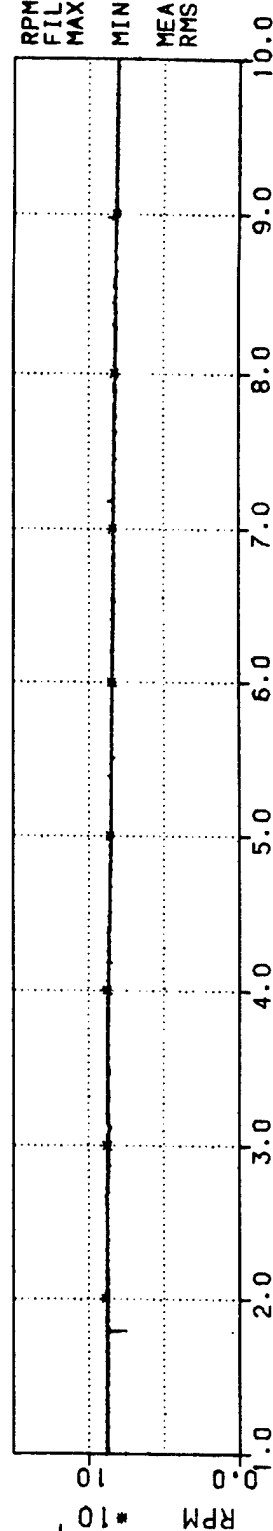
NS S
FILE 22, CHAN 7
MAX = -1841.073
MIN = -3.016 SEC
MEAN = -3.134 X10⁴
RMS = 2.540 SEC
RMS = -8864.339
RMS = 9151.320



LM V
FILE 22, CHAN 9
MAX = 1.030 X10⁴
MIN = 8.018 SEC
MEAN = 6882.884
RMS = 3.113 SEC
RMS = 8929.536
RMS = 8953.081



RM V
FILE 22, CHAN 11
MAX = 1.189 X10⁴
MIN = 2.652 SEC
MEAN = 7754.797
RMS = 3.113 SEC
RMS = 9591.867
RMS = 9599.000



RPM
FILE 22, CHAN 25
MAX = 88.423
MIN = 2.652 SEC
MEAN = 75.277 SEC
RMS = 1.792 SEC
RMS = 84.781
RMS = 84.811

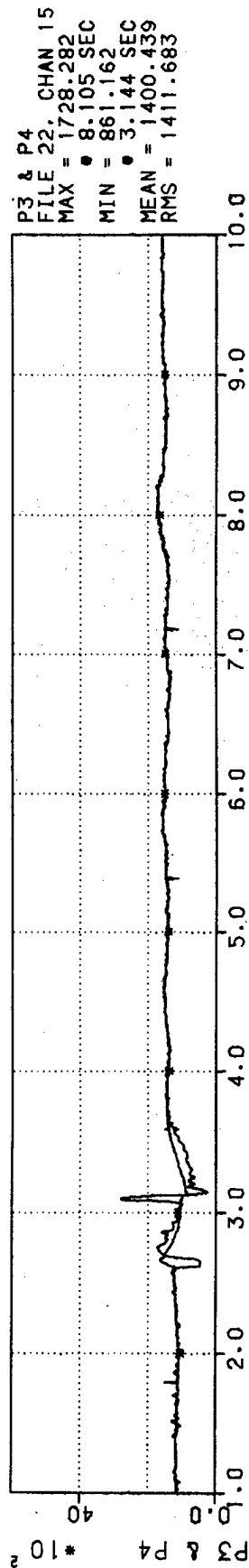
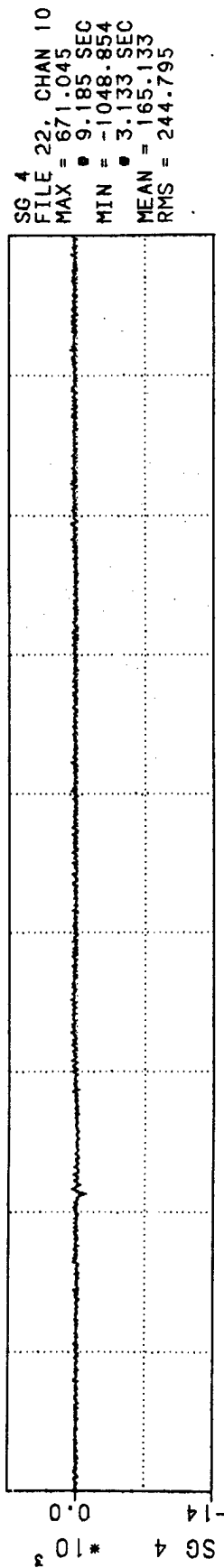
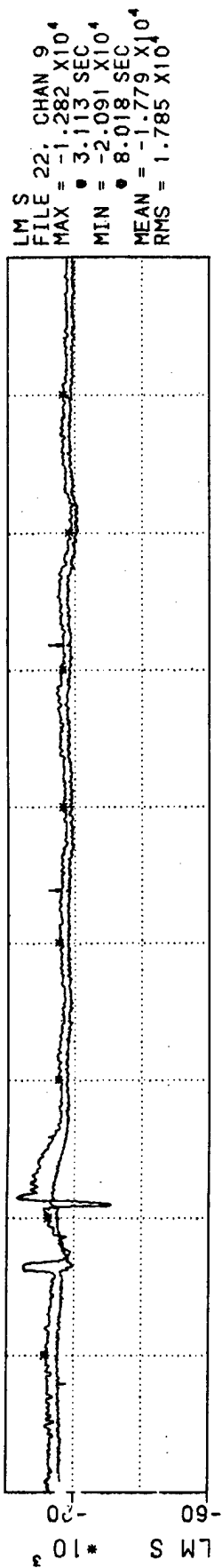
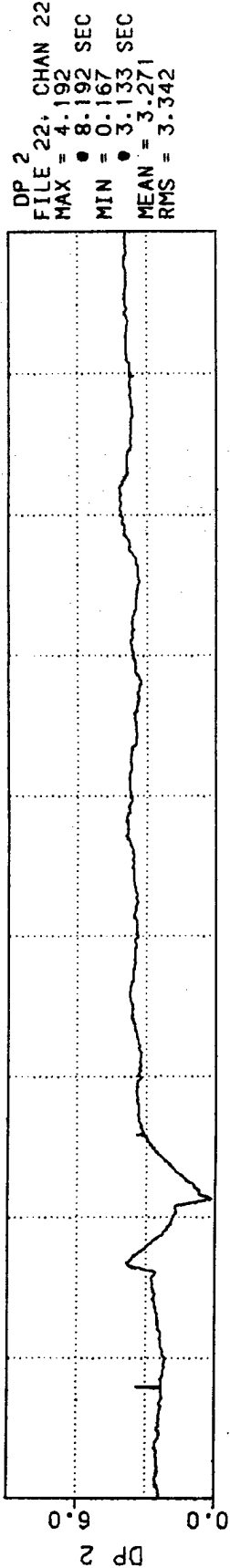
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 19

PAGE NO. 2

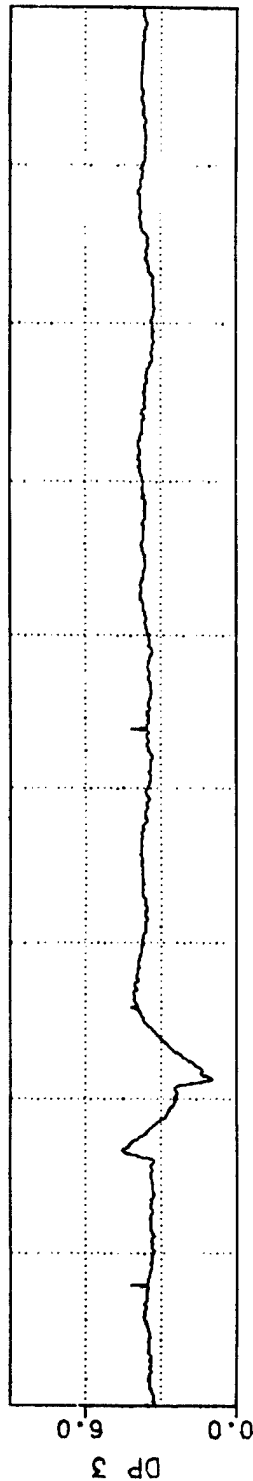
A-7D HAVE BOUNCE TEST: WHITEMAN AFB 90 KNOTS : SINGLE BUMP : LIGHT WEIGHT



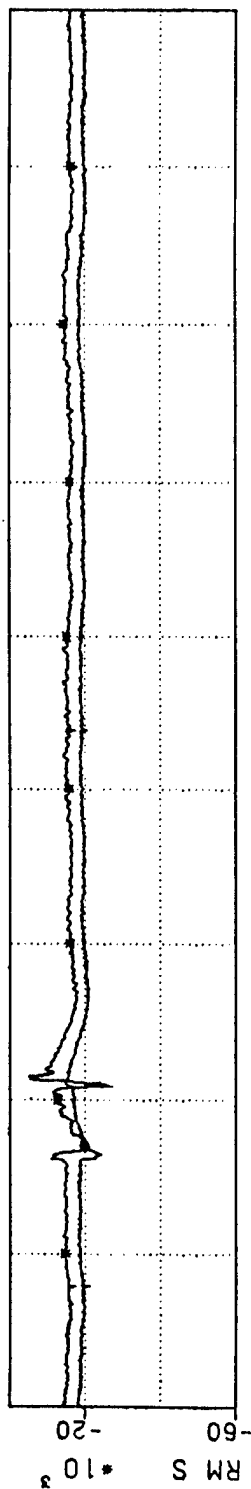
TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 19 PAGE NO. 3

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

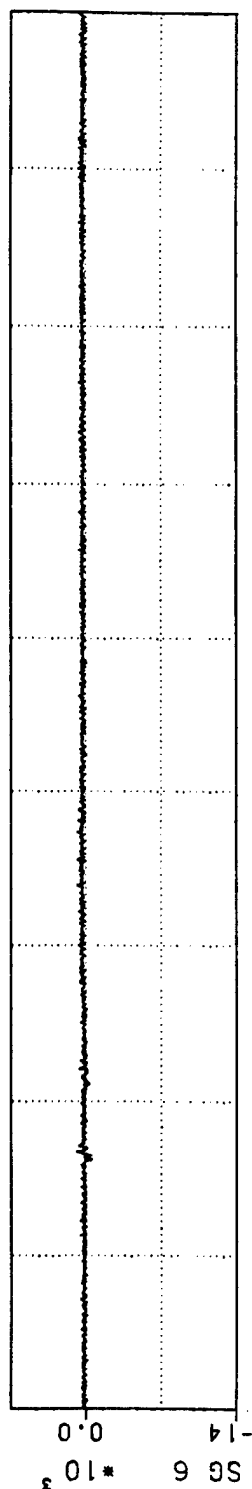
90 KNOTS : SINGLE BUMP : LIGHT WEIGHT



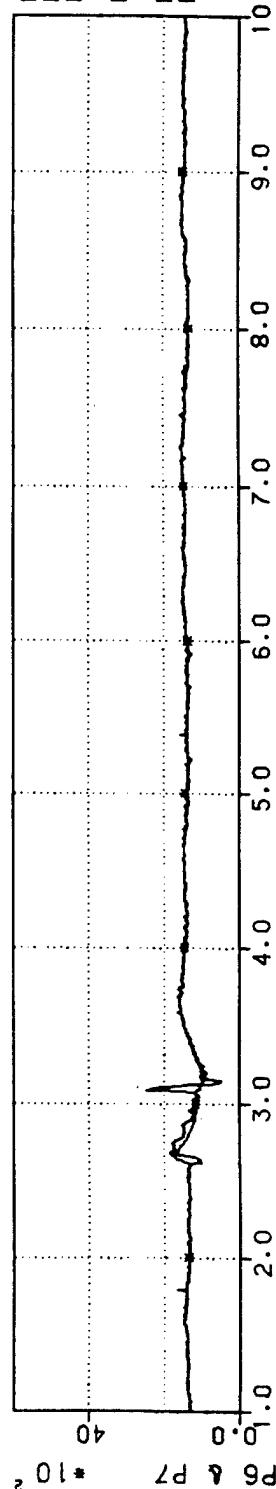
DP 3
FILE 22, CHAN 23
MAX = 4.516
MIN = 0.985
MEAN = 3.521
RMS = 3.544



RM S
FILE 22, CHAN 11
MAX = -1.467 X10⁴
MIN = -2.425 X10⁴
MEAN = -1.920 X10⁴
RMS = 1.923 X10⁴



SG 6
FILE 22, CHAN 12
MAX = 879.285
MIN = -604.625
MEAN = 277.881
RMS = 316.363



P6 & P7
FILE 22, CHAN 18
MAX = 1764.430
MIN = 963.543
MEAN = 1403.973
RMS = 1407.246

TIME - SECONDS

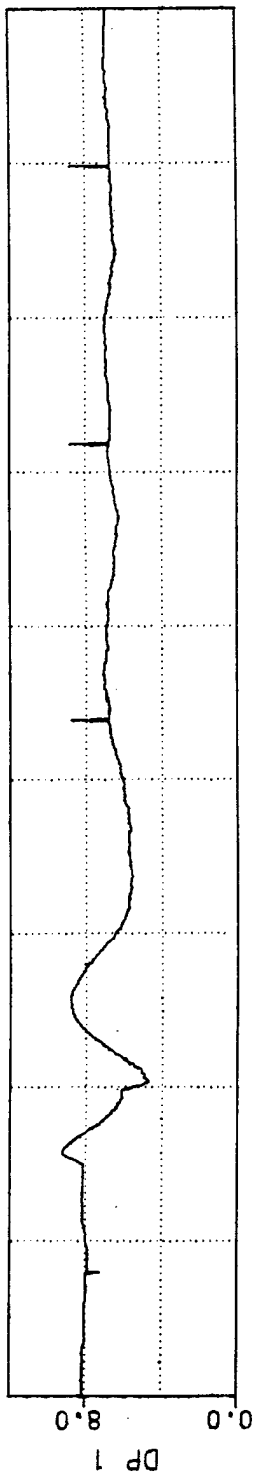
DELTA T (MSEC) = 5.120

RUN NO. 19

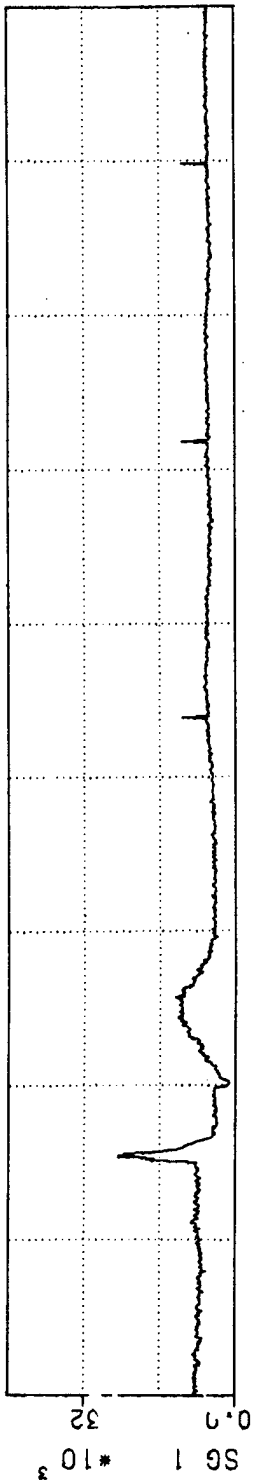
PAGE NO. 4

A-7D HAVE BOUNCE TEST: WHITEMAN AFB 90 KNOTS : SINGLE BUMP : LIGHT WEIGHT

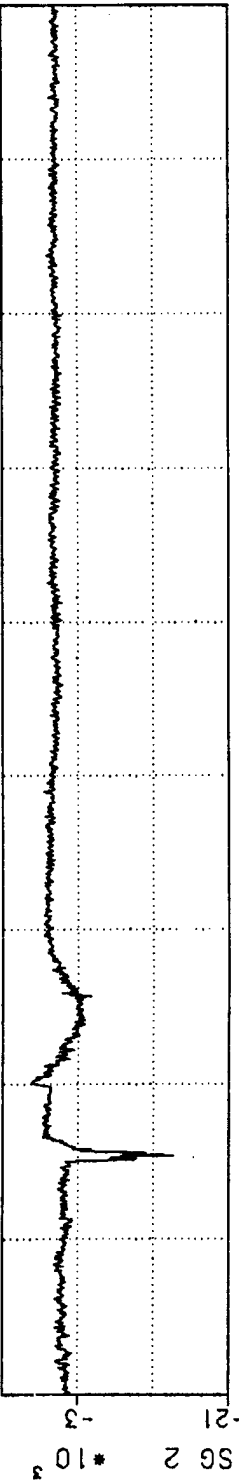
DP 1
FILE 22, CHAN 21
MAX = 9.204
MIN = 2.586 SEC
MEAN = 4.715
RMS = 3.036 SEC
RMS = 6.962
RMS = 7.012



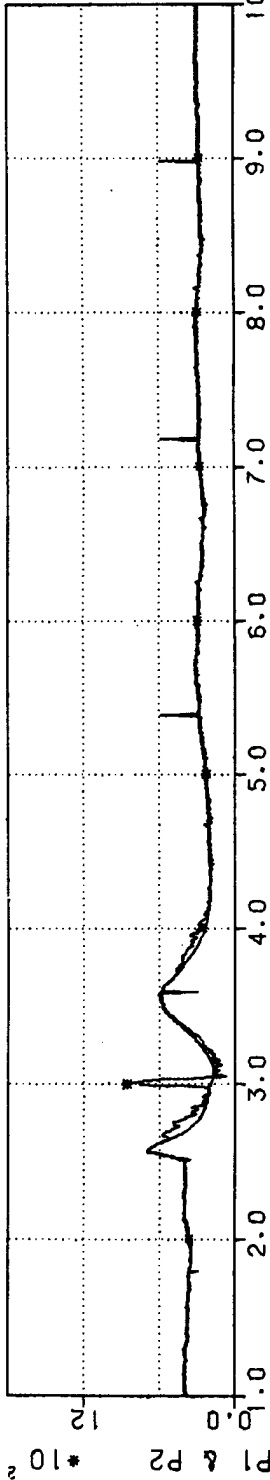
SG 1
FILE 22, CHAN 7
MAX = 2.488 X10⁴
MIN = 2.540 SEC
MEAN = 1134.250
RMS = 3.016 SEC
RMS = 6242.238
RMS = 6554.957



SG 2
FILE 22, CHAN 8
MAX = 2538.367
MIN = -1.436 X10⁴
MEAN = 2.540 SEC
RMS = -517.733
RMS = 1245.838

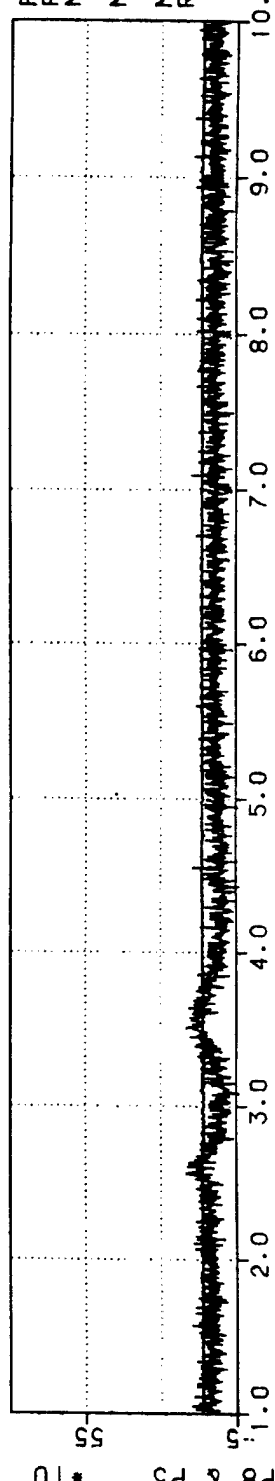
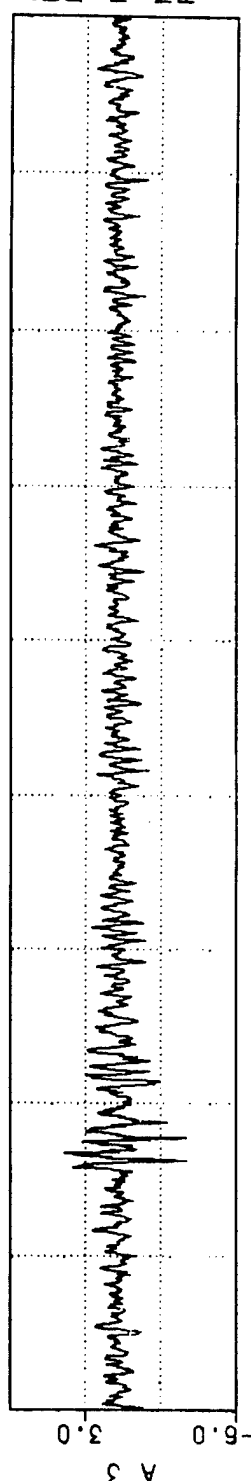
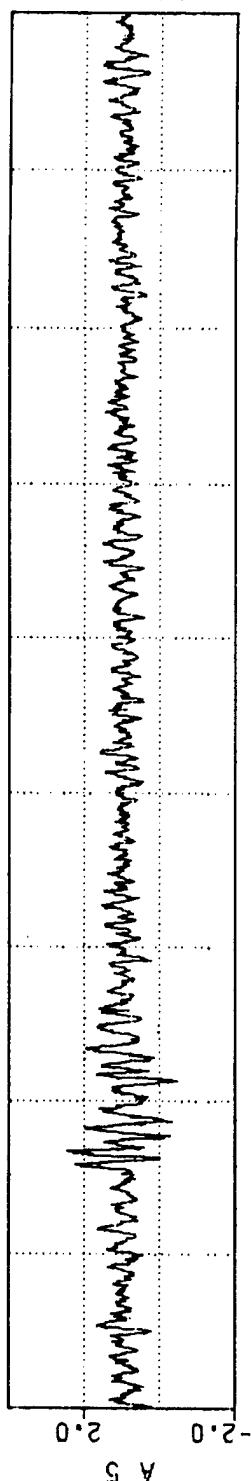
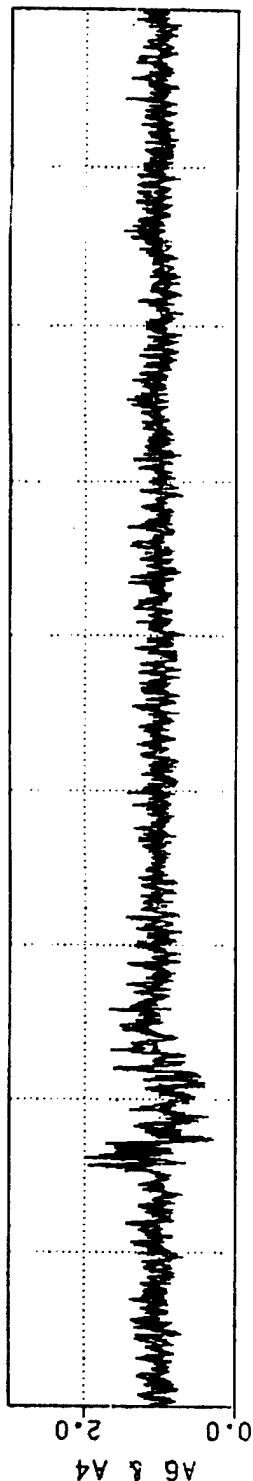


P1 & P2
FILE 22, CHAN 13
MAX = 695.763
MIN = 2.570 SEC
MEAN = 169.950
RMS = 3.082 SEC
RMS = 309.040
RMS = 320.330



TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 19 PAGE NO. 5

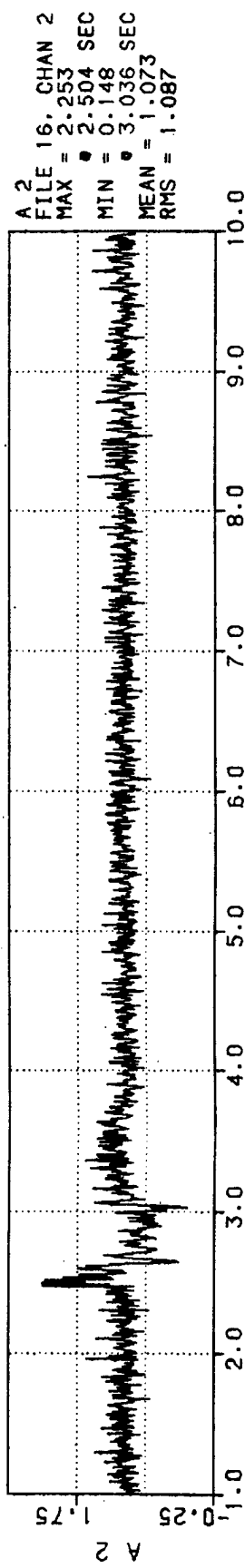
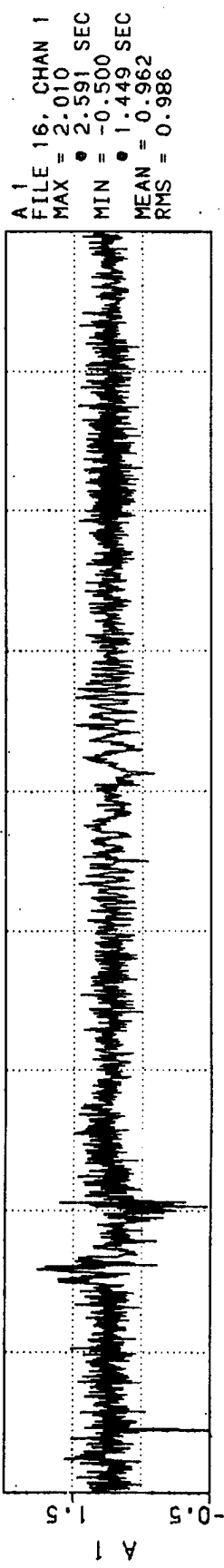
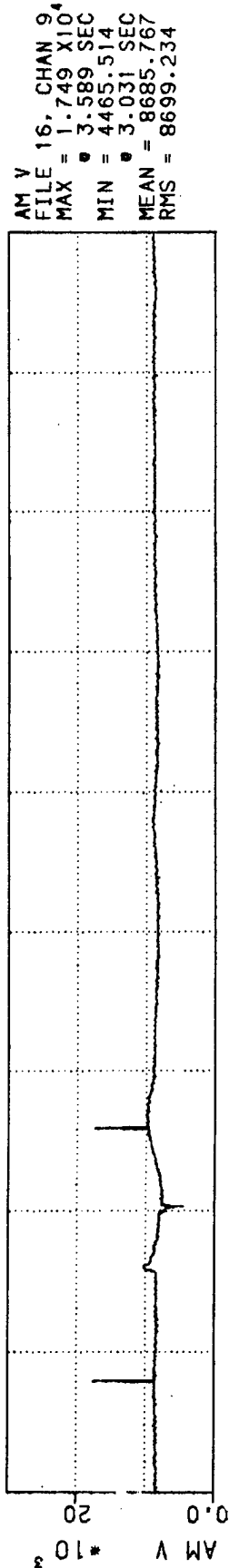
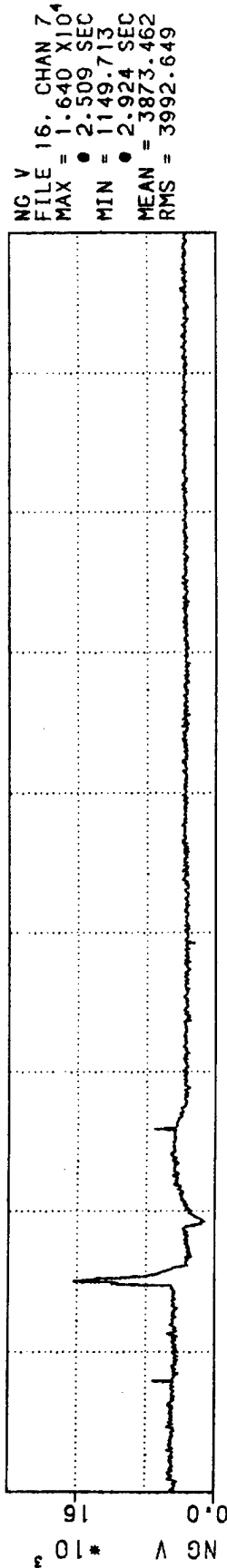
A-7D HAVE BOUNCE TEST: WHITEMAN AFB 90 KNOTS : SINGLE BUMP : LIGHT WEIGHT



TIME - SECONDS
RUN NO. 19
PAGE NO. 6
DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

100 KNOTS : SINGLE BUMP : LIGHT WEIGHT



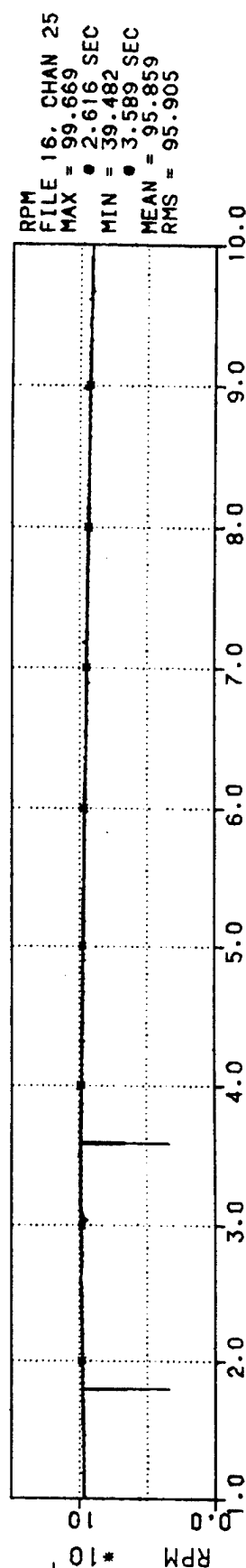
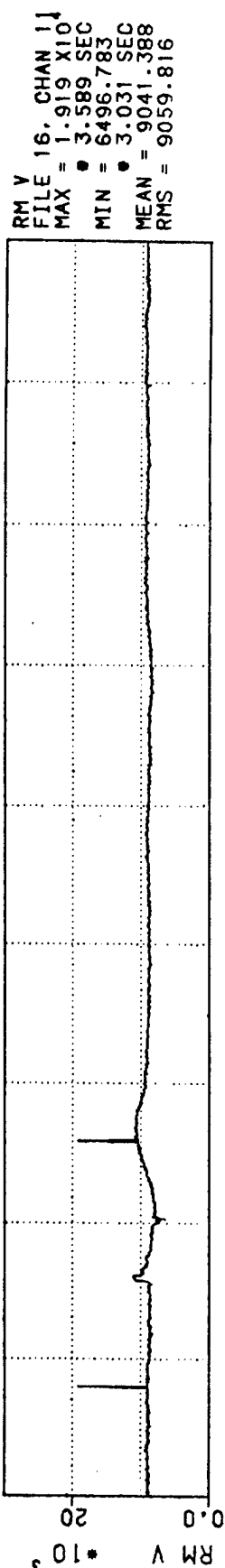
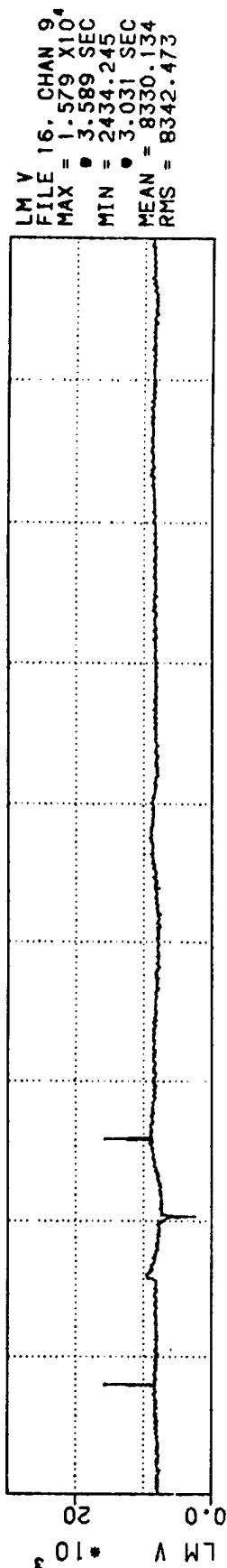
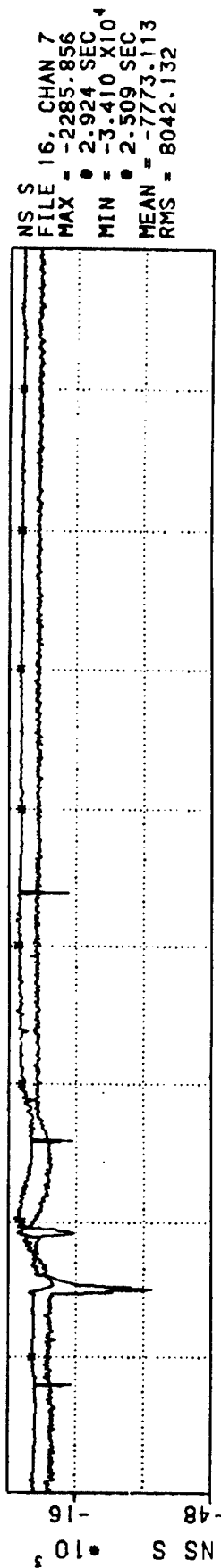
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 20 PAGE NO. 1

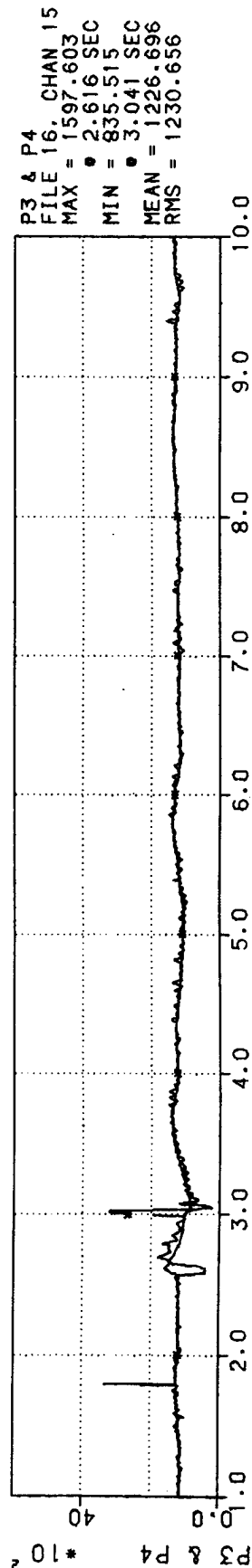
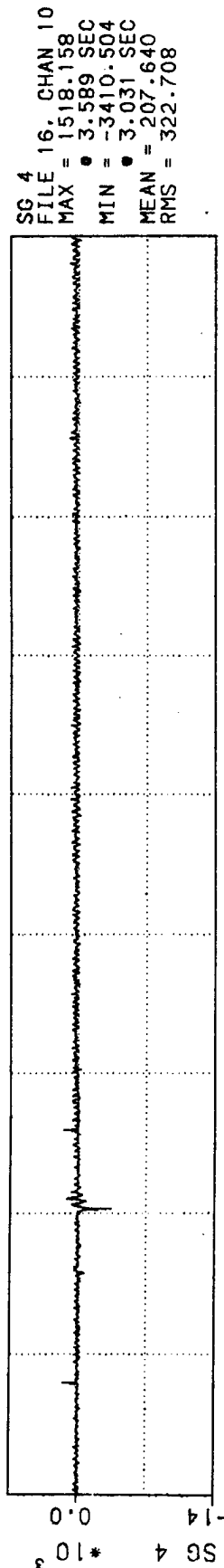
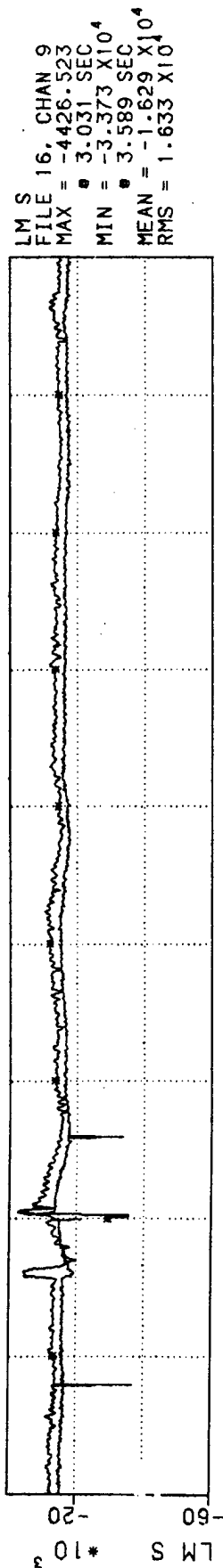
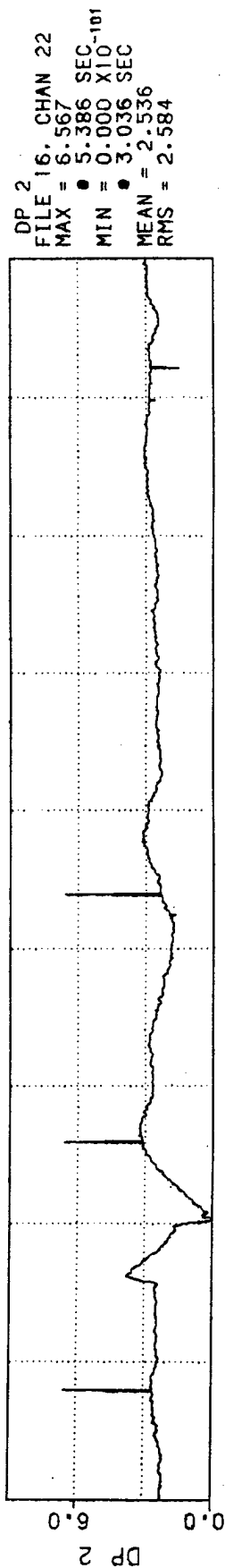
A-7D HAVE BOUNCE TEST: WHITEMAN AFB

100 KNOTS : SINGLE BUMP : LIGHT WEIGHT



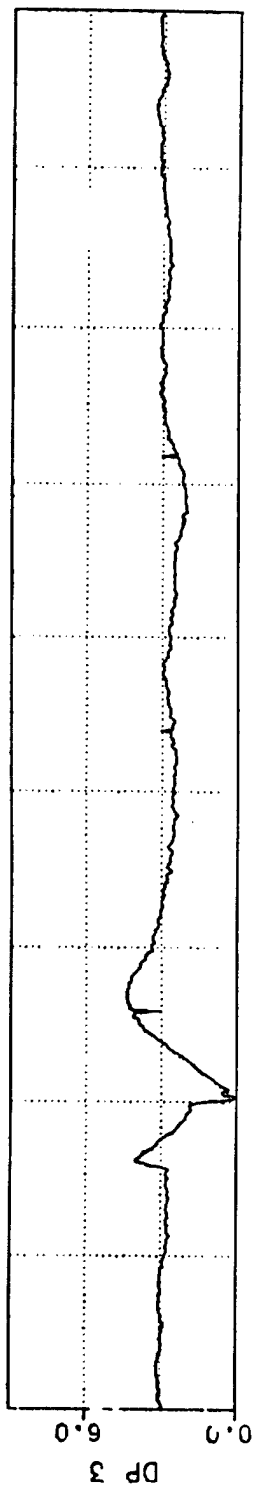
TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 20 PAGE NO. 2

A-7D HAVE BOUNCE TEST: WHITEMAN AFB 100 KNOTS : SINGLE BUMP : LIGHT WEIGHT

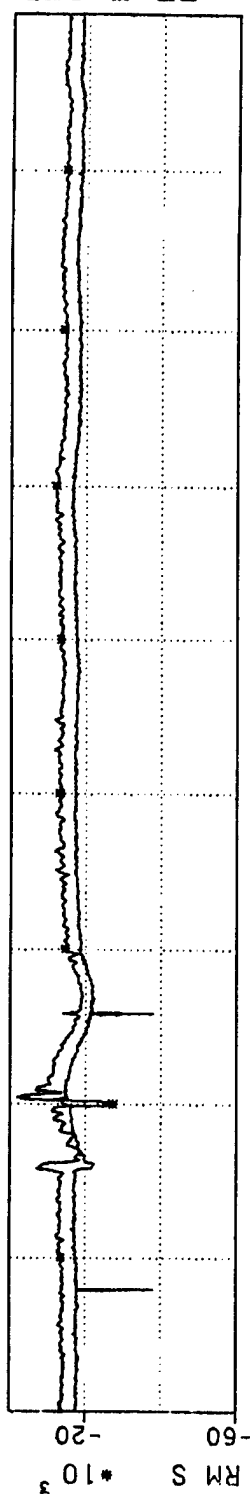


TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 20 PAGE NO. 3

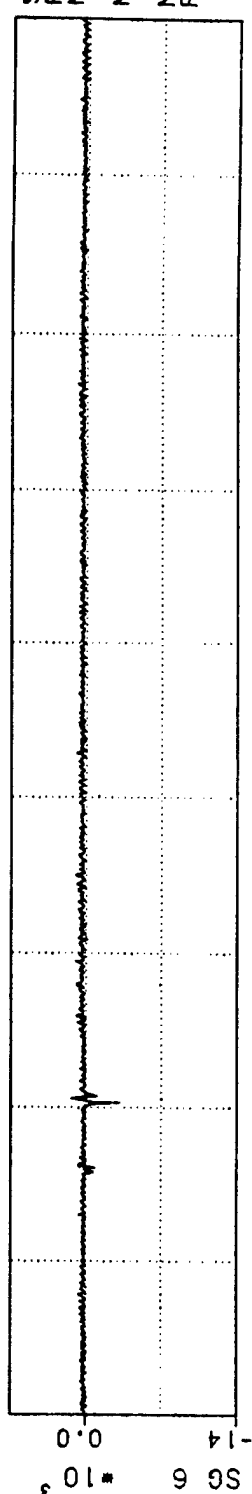
A-7D HAVE BOUNCE TEST: WHITEMAN AFB 100 KNOTS : SINGLE BUMP : LIGHT WEIGHT



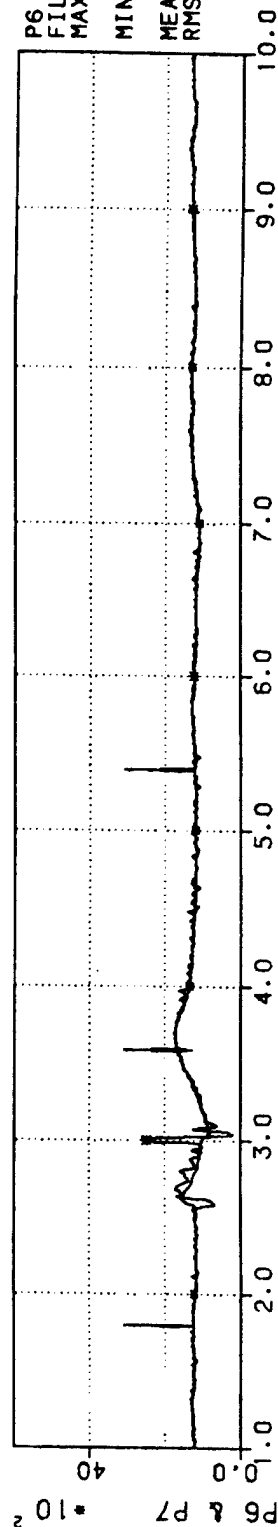
DP 3
FILE 16, CHAN 23
MAX = 4.380
MIN = 0.000 X10⁻¹⁰¹
MEAN = 3.031 SEC
RMS = 2.822
RMS = 2.875



RM S
FILE 16, CHAN 11
MAX = -1.184 X10⁴
MIN = -3.031 SEC
MEAN = -3.796 X10⁴
RMS = 3.589 SEC
RMS = -1.781 X10⁴
RMS = 1.786 X10⁴



SG 6
FILE 16, CHAN 12
MAX = 1306.855
MIN = -3119.734
MEAN = 3.031 SEC
RMS = 347.511
RMS = 404.611

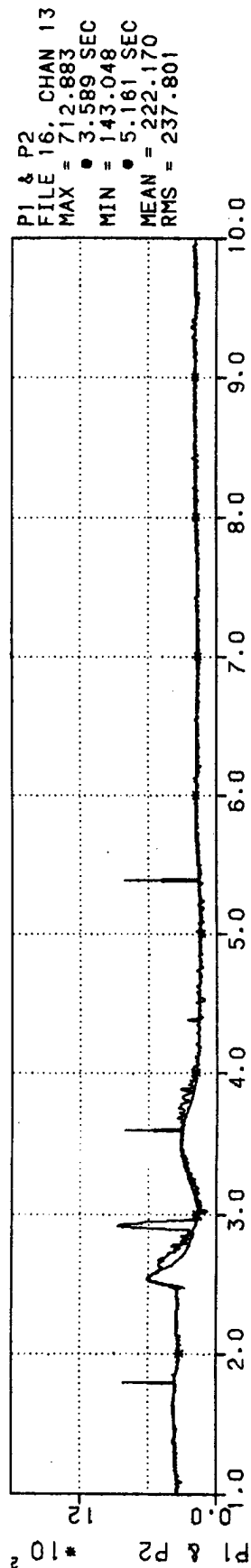
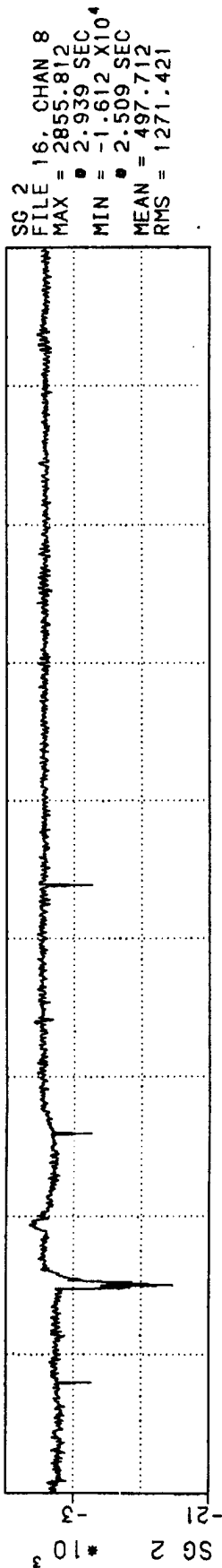
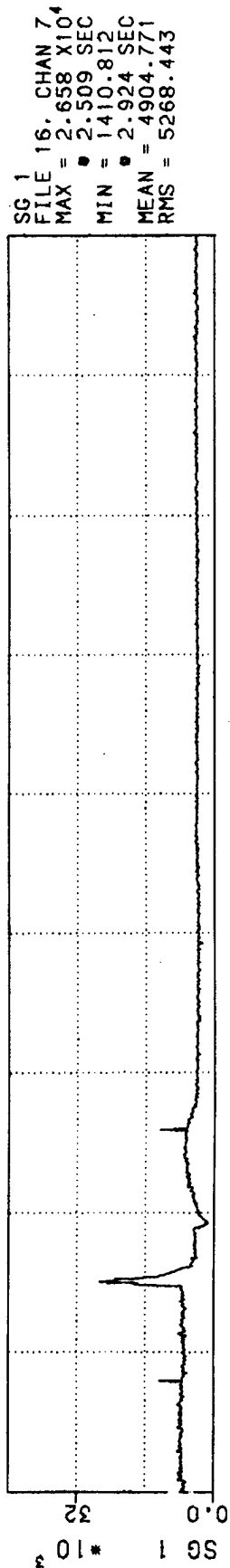
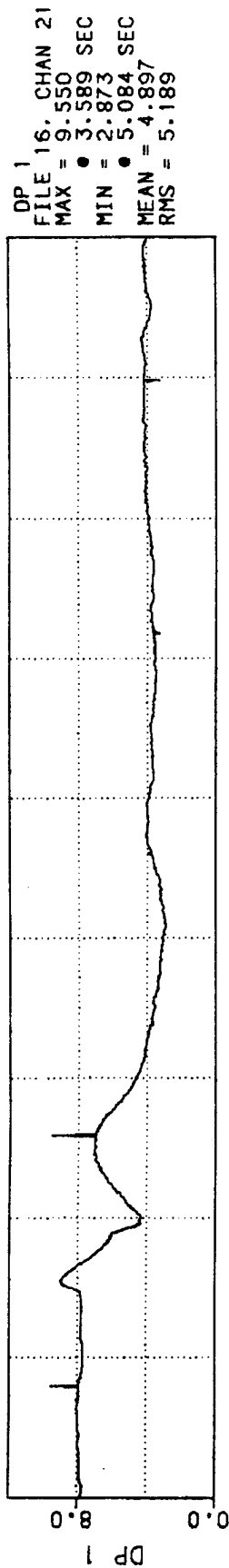


P6 & P7
FILE 16, CHAN 18
MAX = 3093.146
MIN = 828.233
MEAN = 3.041 SEC
RMS = 1255.024
RMS = 1263.217

DELTA T (MSEC) = 5.120
RUN NO. 20 PAGE NO. 4

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

100 KNOTS : SINGLE BUMP : LIGHT WEIGHT



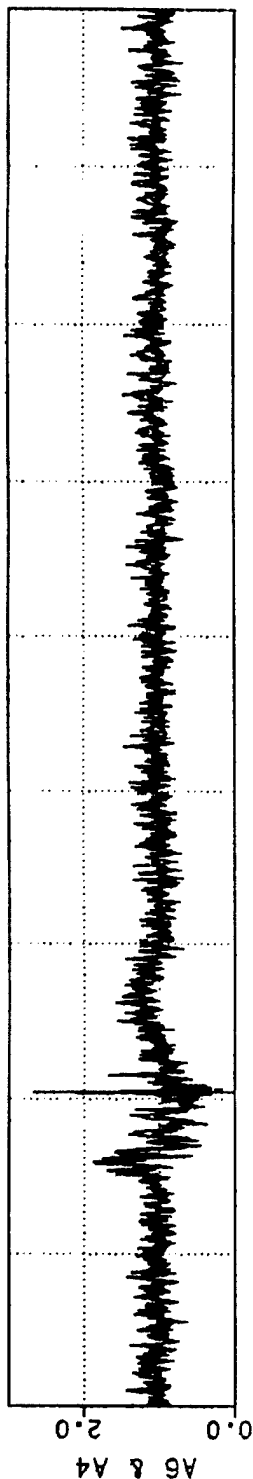
TIME - SECONDS

DELTA T (MSEC) = 5.120

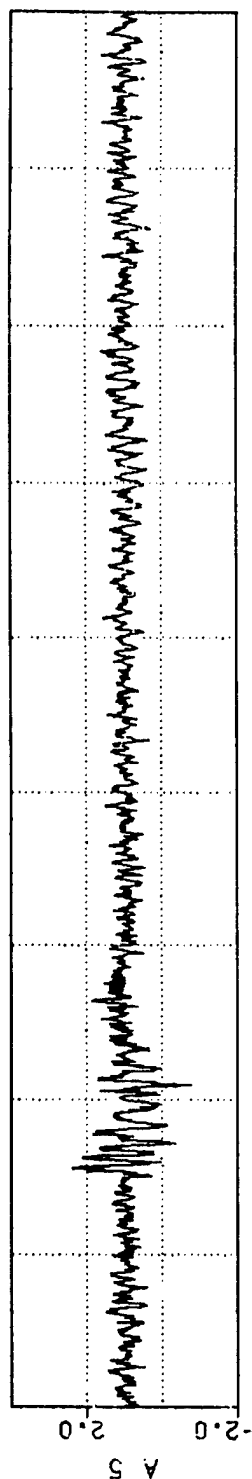
RUN NO. 20 PAGE NO. 5

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

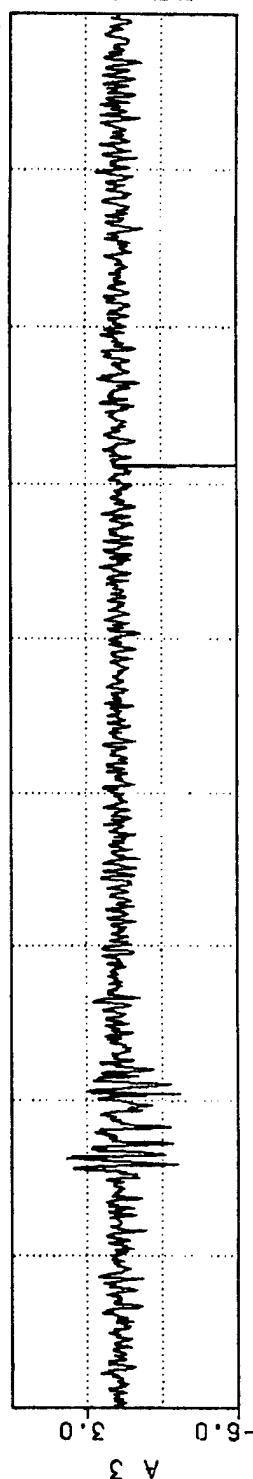
100 KNOTS : SINGLE BUMP : LIGHT WEIGHT



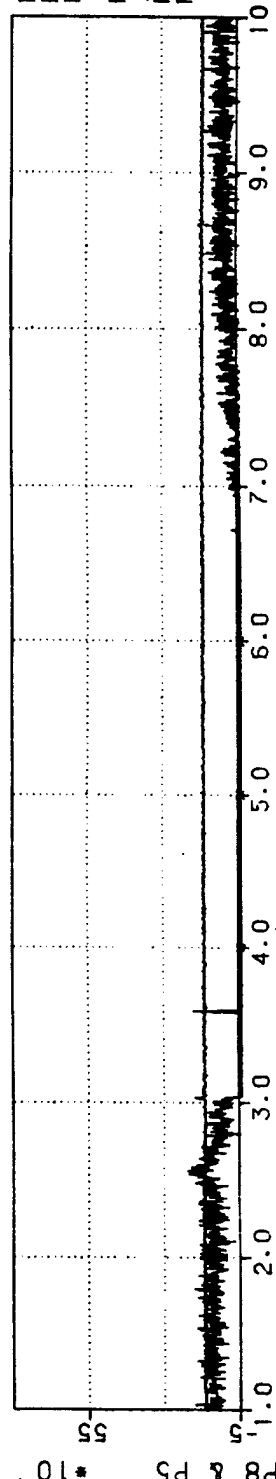
A6 & A4
FILE 16, CHAN 6
MAX = 2.674
MIN = 0.000 X10⁻¹⁰
MEAN = 3.046 SEC
RMS = 0.976



A 5
FILE 16, CHAN 5
MAX = 2.365
MIN = -0.778
MEAN = 3.098 SEC
RMS = 0.992



A 3
FILE 16, CHAN 3
MAX = 4.170
MIN = -6.000
MEAN = 7.117 SEC
RMS = 1.232



PB & PS
FILE 16, CHAN 20
MAX = 128.033
MIN = 71.924
MEAN = 2.586 SEC
RMS = 87.855

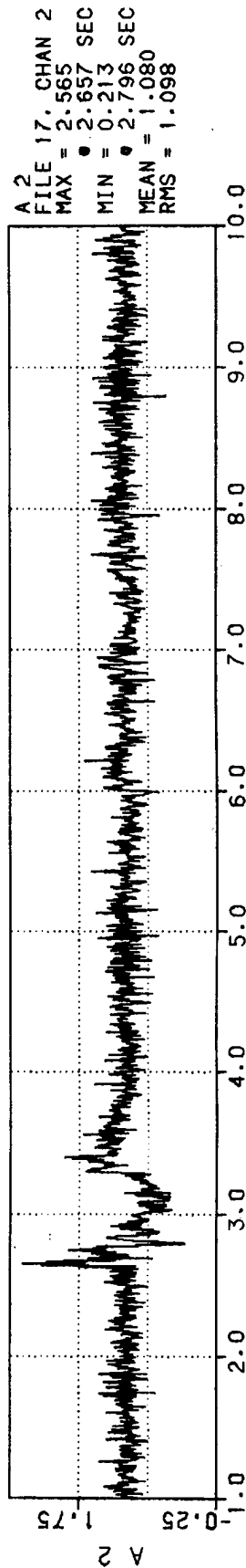
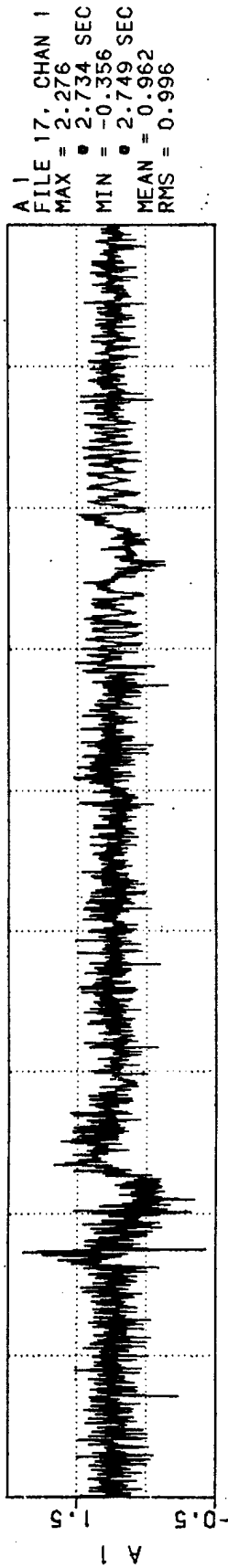
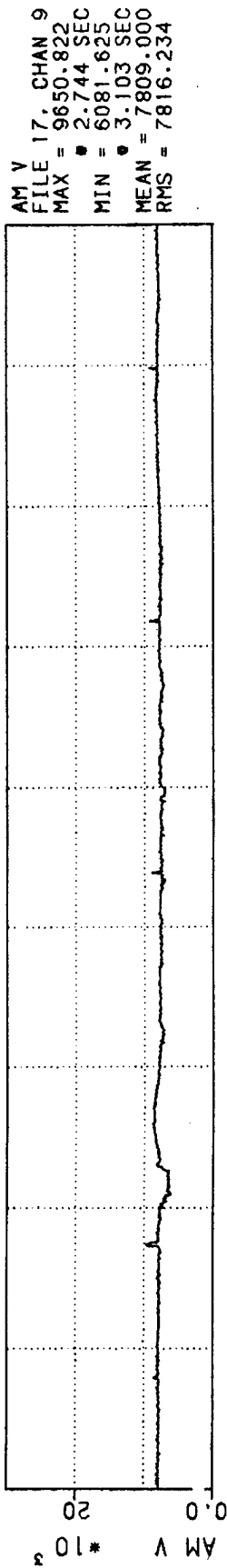
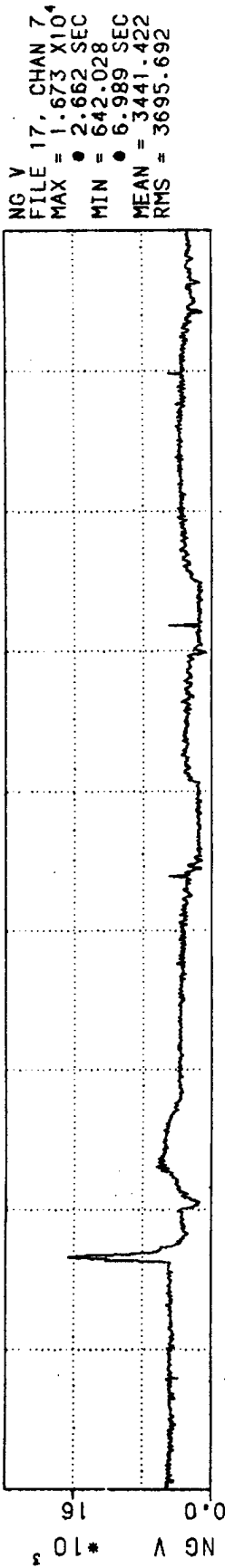
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 20 PAGE NO. 6

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

110 KNOTS : SINGLE BUMP : LIGHT WEIGHT



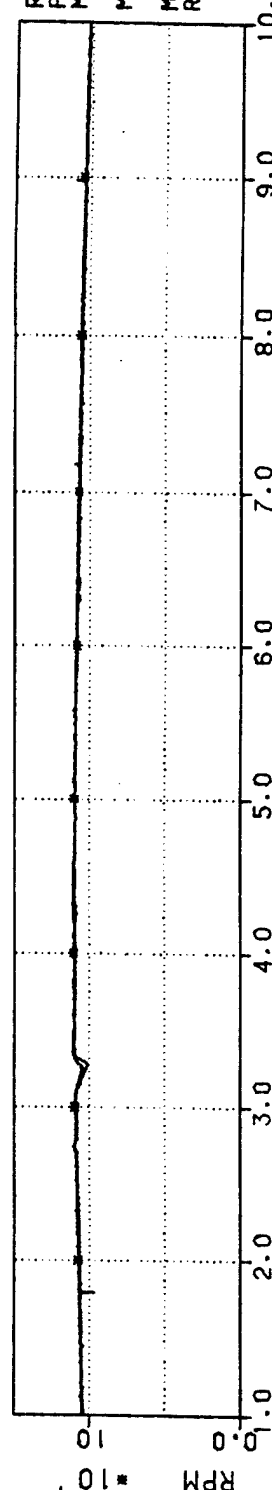
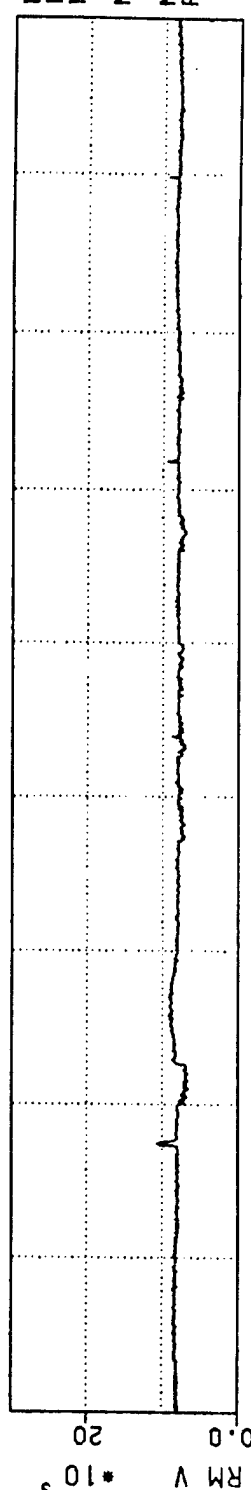
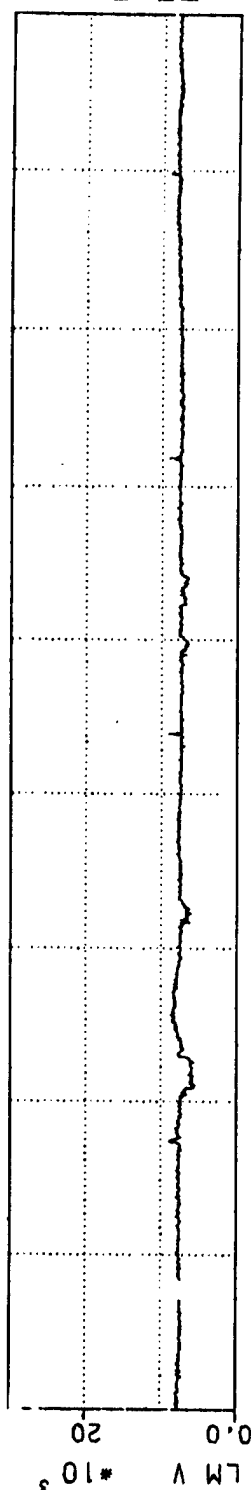
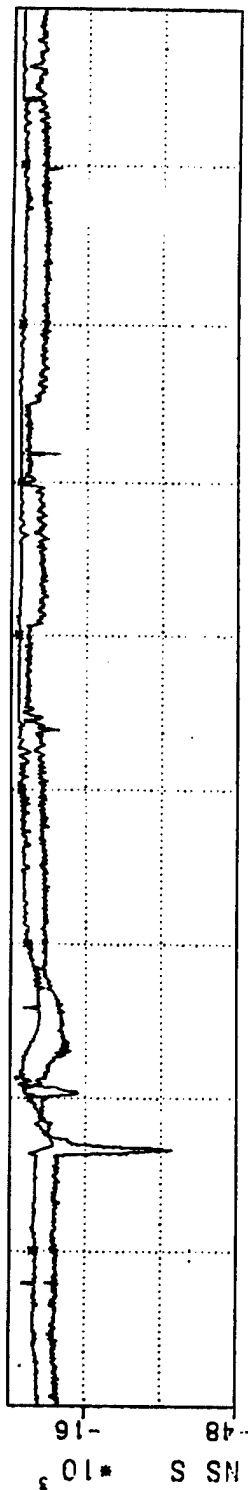
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 21 PAGE NO. 1

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

110 KNOTS : SINGLE BUMP : LIGHT WEIGHT



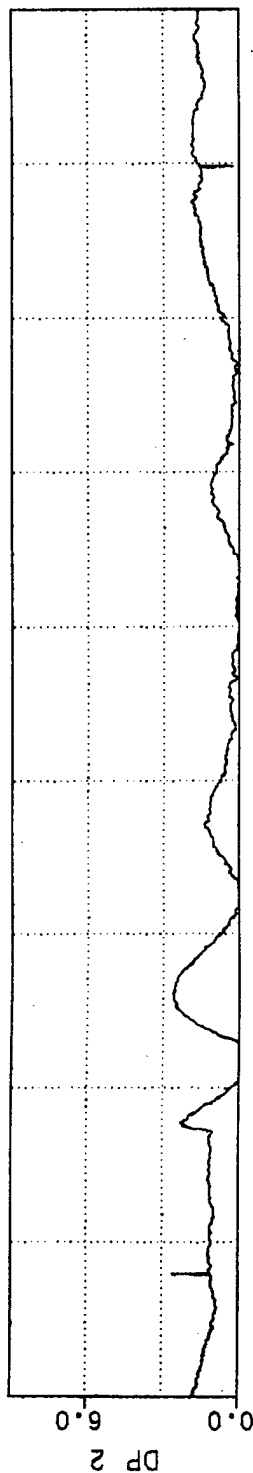
TIME - SECONDS

DELTA T (MSEC) = 5.120

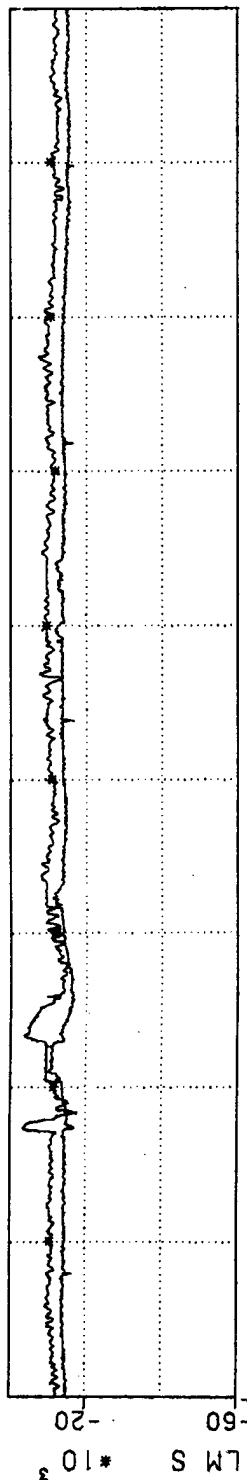
RUN NO. 21 PAGE NO. 2

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

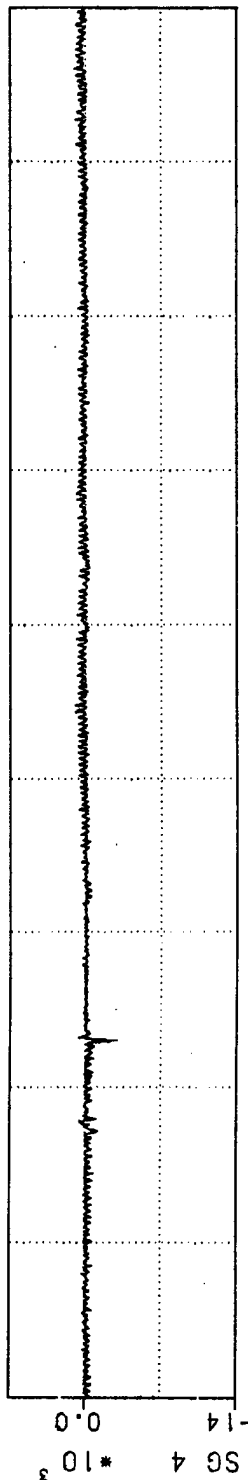
110 KNOTS : SINGLE BUMP : LIGHT WEIGHT



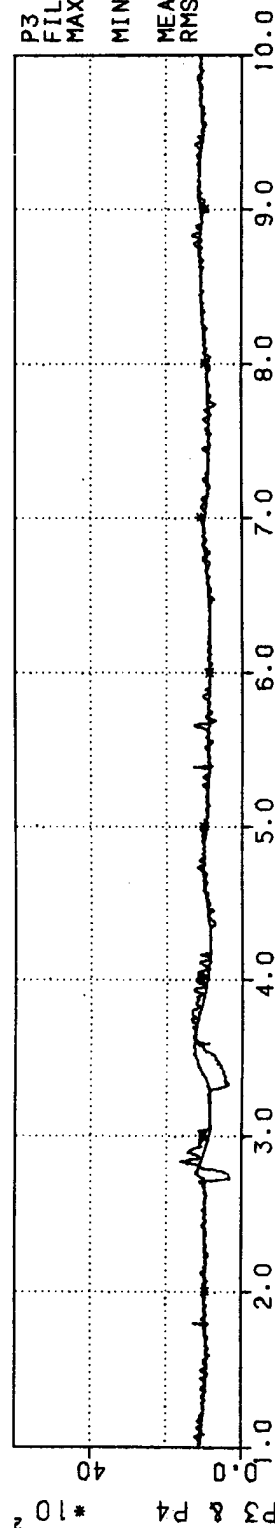
DP 2
FILE 17, CHAN 22
MAX = 3.607
MIN = 0.000 X10⁻¹⁰¹
MEAN = 0.937
RMS = 1.139



LM S
FILE 17, CHAN 9
MAX = -1.022 X10⁴
MIN = -1.707 X10⁴
MEAN = -1.419 X10⁴
RMS = 1.422 X10⁴



SG 4
FILE 17, CHAN 10
MAX = 1056.096
MIN = -2999.783
MEAN = 69.125
RMS = 321.816



P3 & P4
FILE 17, CHAN 15
MAX = 1292.279
MIN = 835.515
MEAN = 977.464
RMS = 982.019

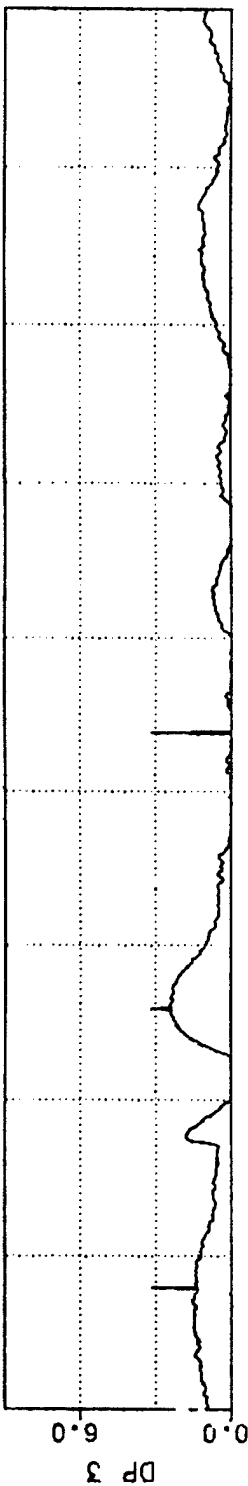
TIME - SECONDS

DELTA T (MSEC) = 5.120

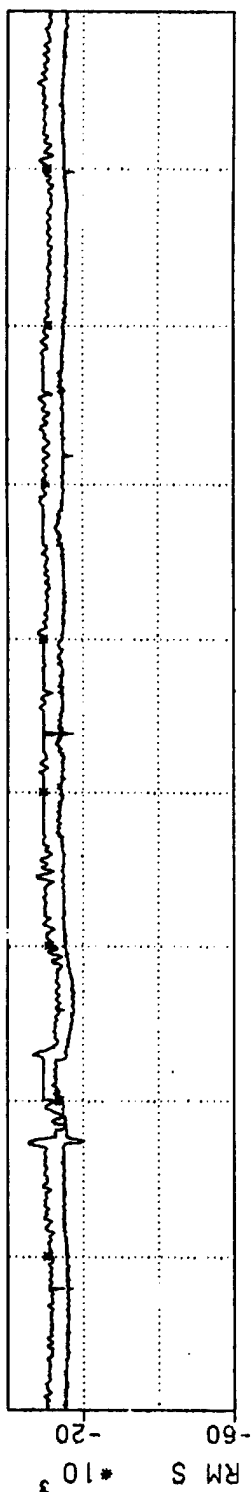
RUN NO. 21 PAGE NO. 3

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

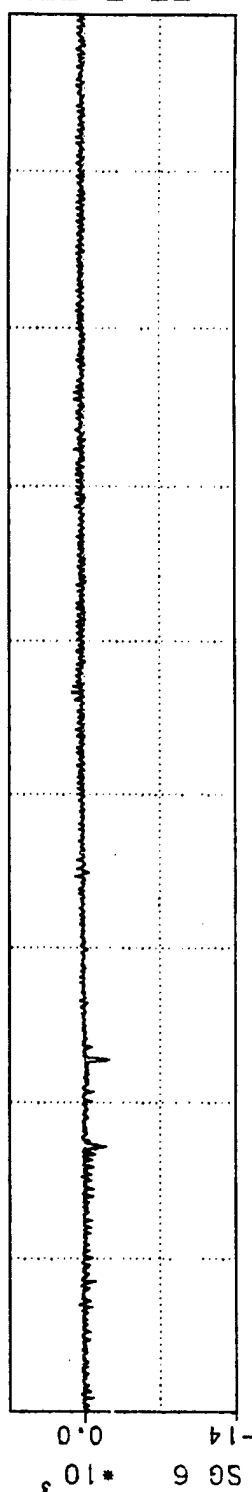
110 KNOTS : SINGLE BUMP : LIGHT WEIGHT



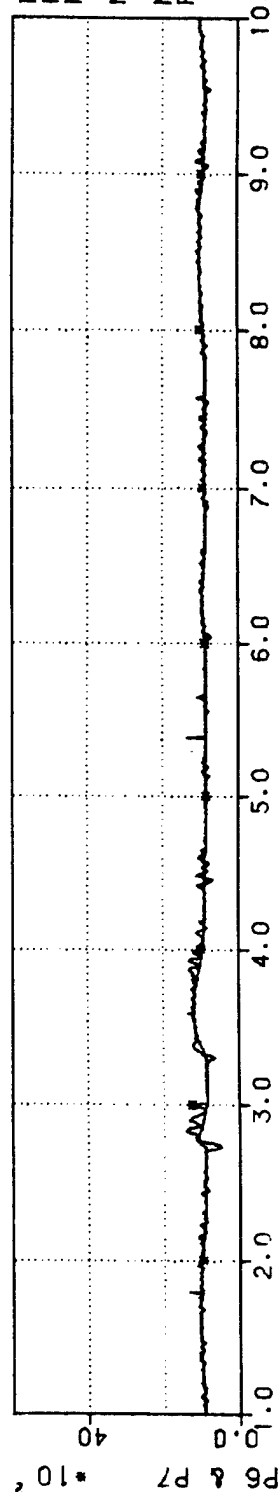
DP 3
FILE 17, CHAN 23
MAX = 3.125
MIN = 0.000 X10⁻¹⁰¹
MEAN = 0.647
RMS = 0.882



RM S
FILE 17, CHAN 11
MAX = -1.184 X10⁴
MIN = -2.021 X10⁴
MEAN = -1.497 X10⁴
RMS = 1.500 X10⁴



SG 6
FILE 17, CHAN 12
MAX = 1155.949
MIN = -2314.898
MEAN = 192.584
RMS = 349.914

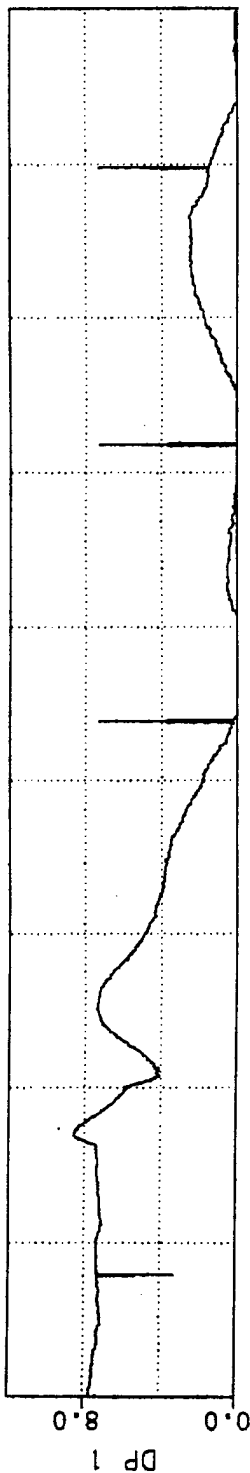


P6 & P7
FILE 17, CHAN 18
MAX = 1232.943
MIN = 845.300
MEAN = 937.537
RMS = 940.718

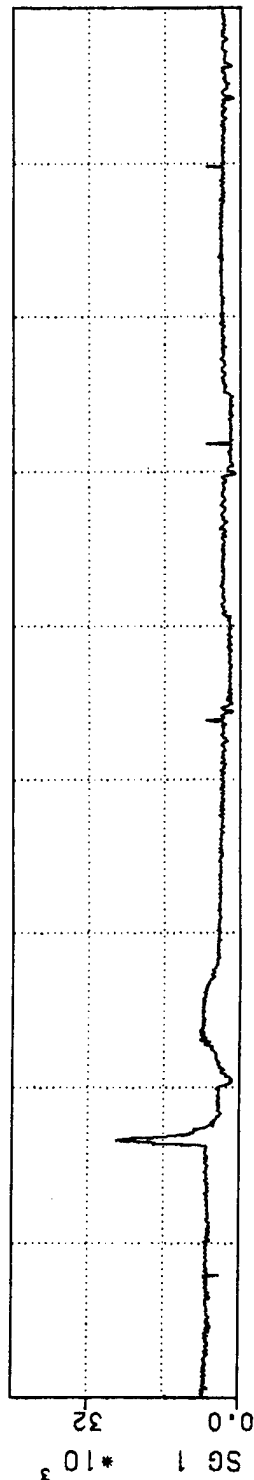
TIME - SECONDS
RUN NO. 21
PAGE NO. 4
DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

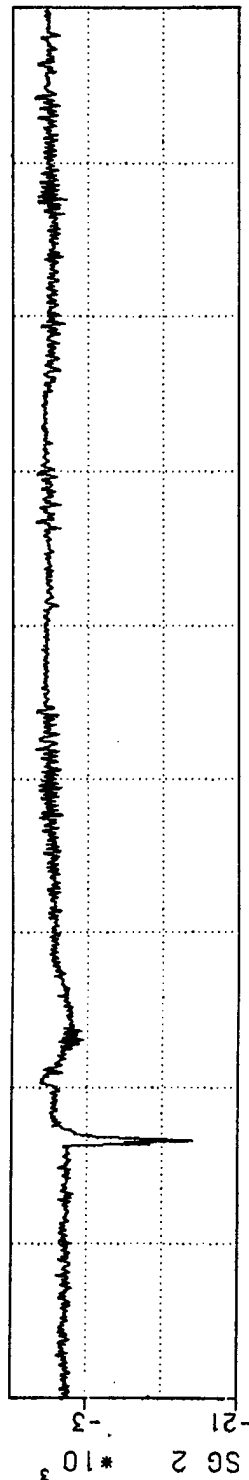
110 KNOTS : SINGLE BUMP : LIGHT WEIGHT



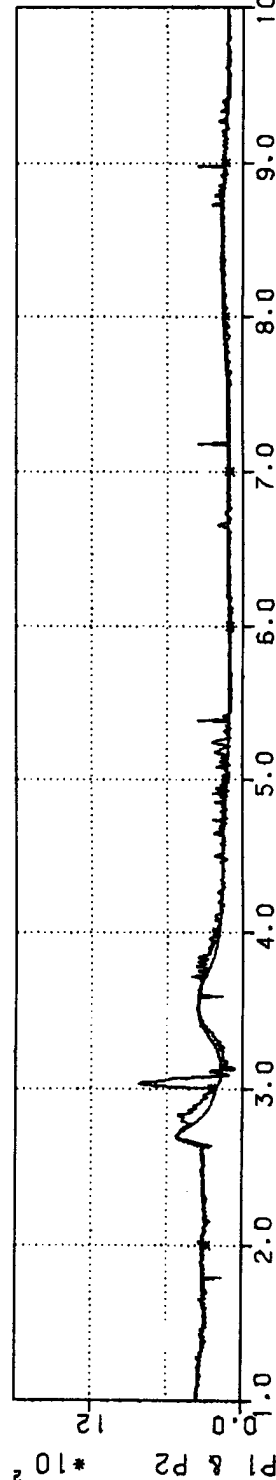
DP 1
FILE 17, CHAN 21
MAX = 8.570
MIN = 2.703 SEC
MEAN = 0.000 X10⁻¹⁰¹
RMS = 9.646 SEC
RMS = 3.088
RMS = 4.271



SG 1
FILE 17, CHAN 7
MAX = 2.596 X10⁴
MIN = 2.662 SEC
MEAN = 926.828
RMS = 6.989 SEC
RMS = 4480.025
RMS = 4944.244



SG 2
FILE 17, CHAN 8
MAX = 3279.086
MIN = 9.421 SEC
MEAN = -1.556 X10⁴
RMS = 2.662 SEC
RMS = 959.488
RMS = 1663.601



P1 & P2
FILE 17, CHAN 13
MAX = 529.460
MIN = 2.698 SEC
MEAN = 101.472
RMS = 5.453 SEC
RMS = 189.125
RMS = 209.230

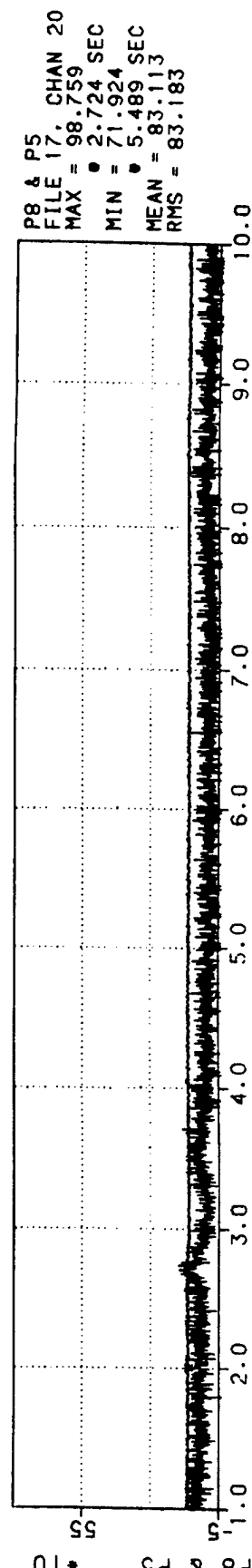
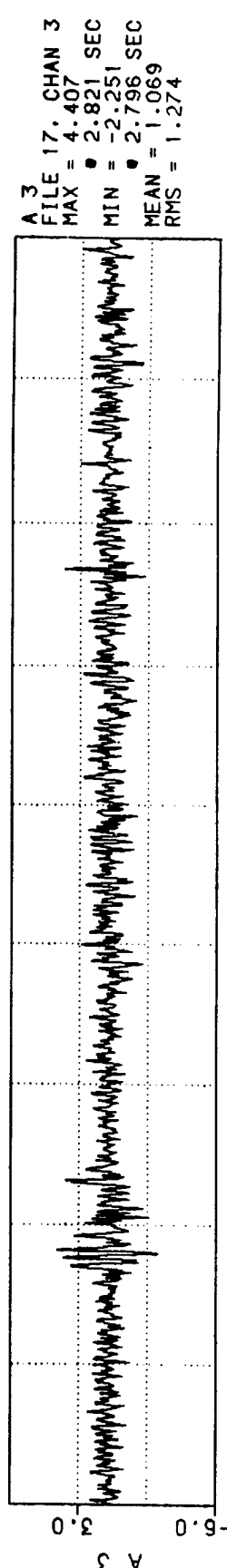
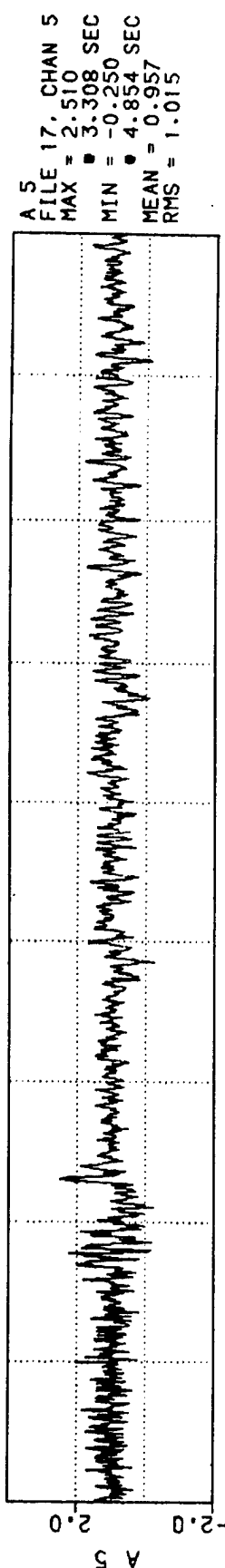
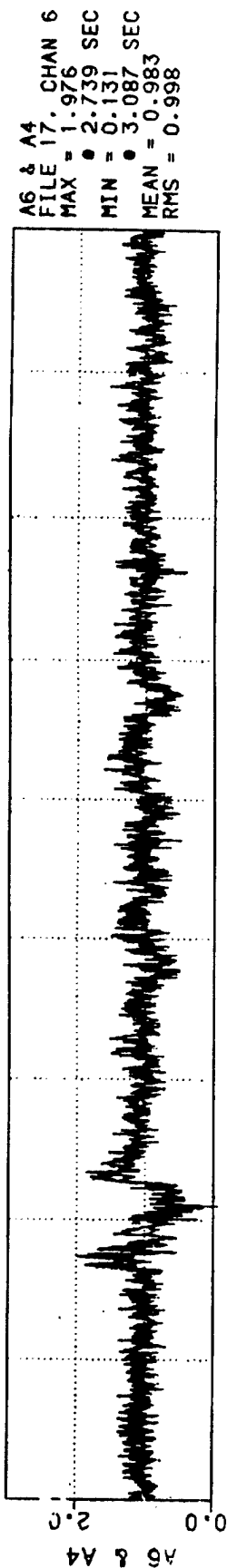
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 21 PAGE NO. 5

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

110 KNOTS - SINGLE BUMP - LIGHT WEIGHT

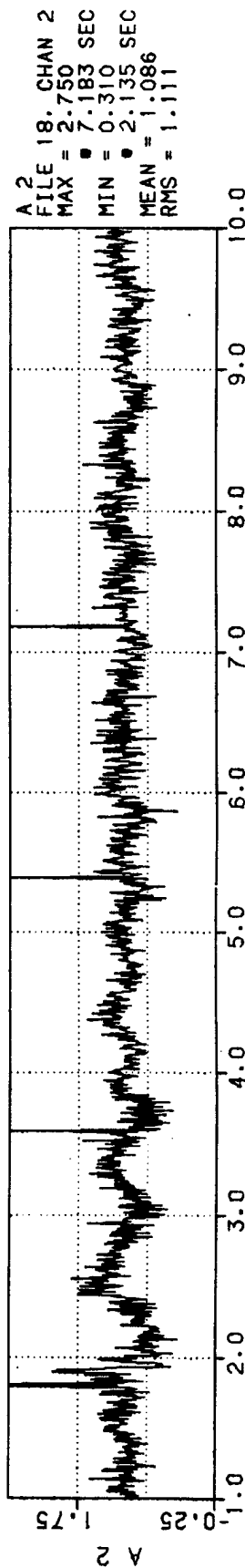
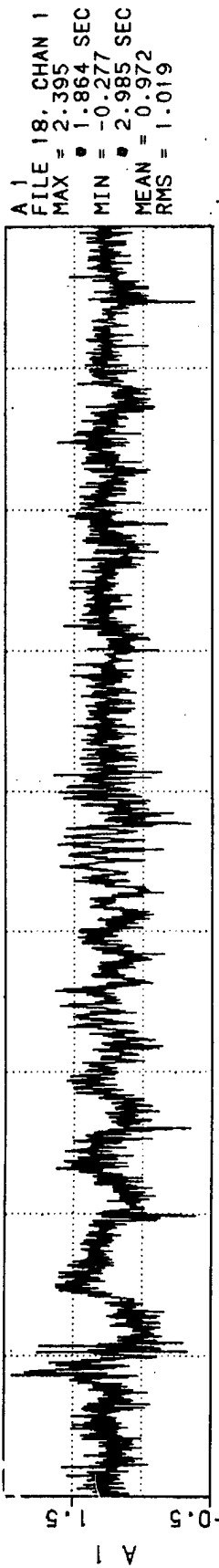
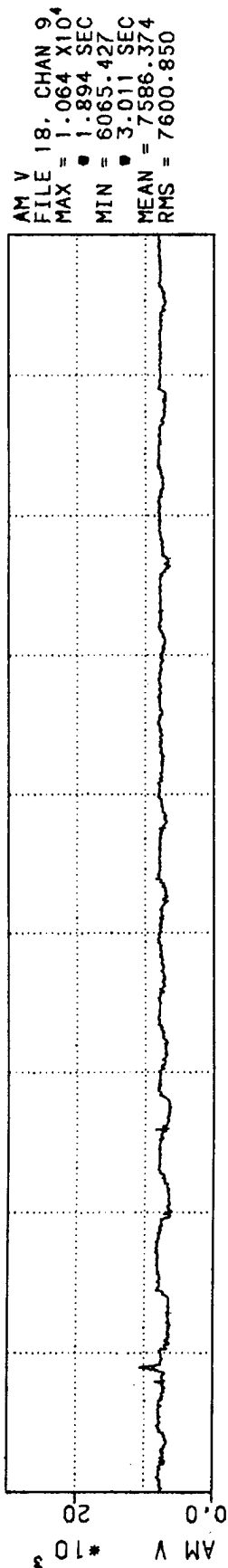
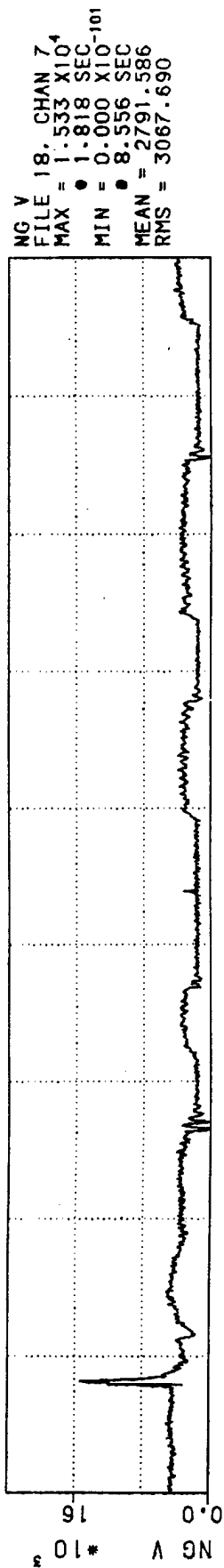


TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 21 PAGE NO. 6

A-7D HAVE BOUNCE TEST: WHITEMAN AFB 120 KNOTS : SINGLE BUMP : LIGHT WEIGHT



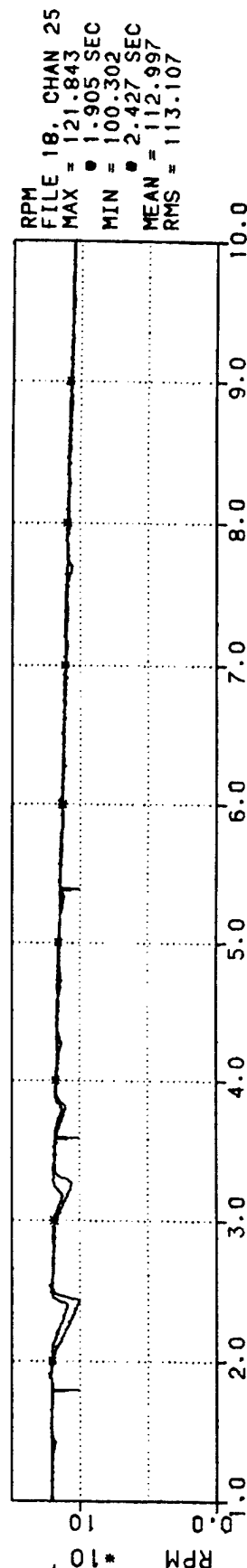
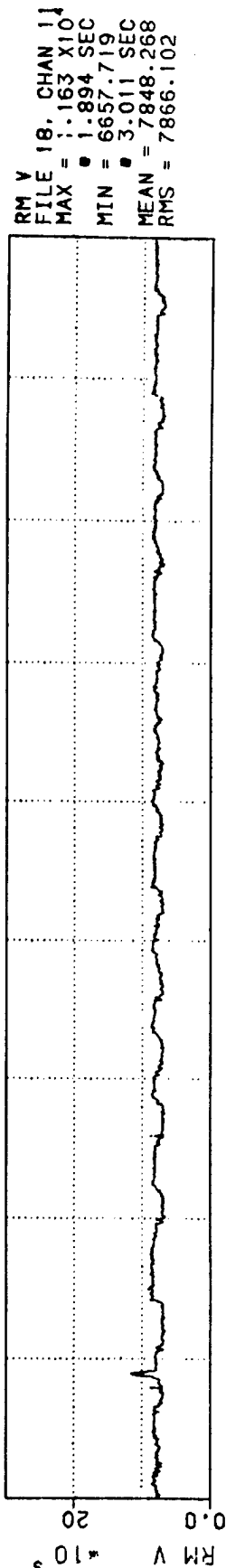
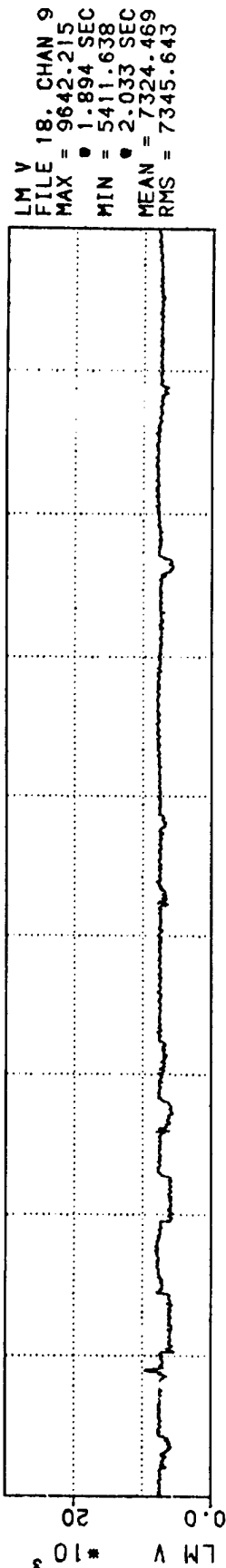
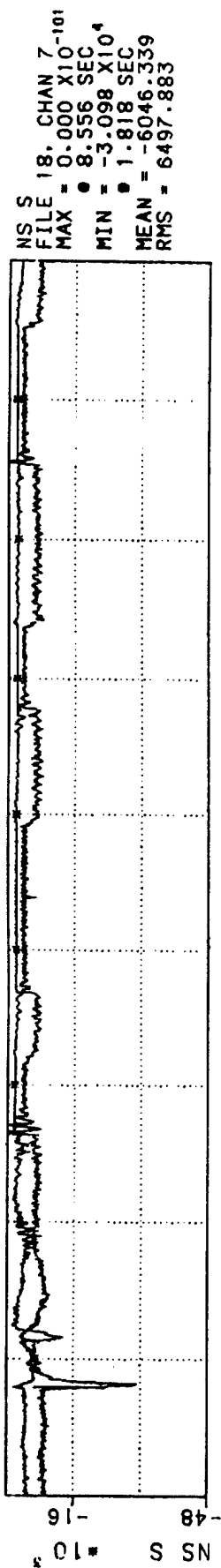
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 22 PAGE NO. 1

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

120 KNOTS : SINGLE BUMP : LIGHT WEIGHT

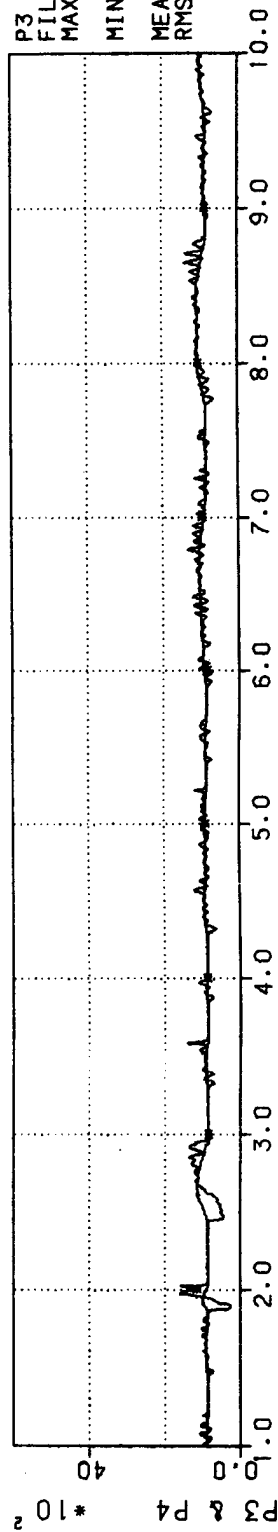
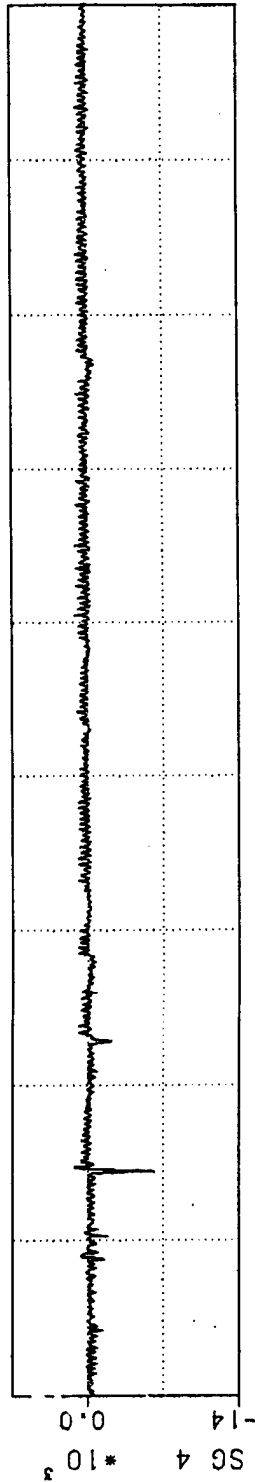
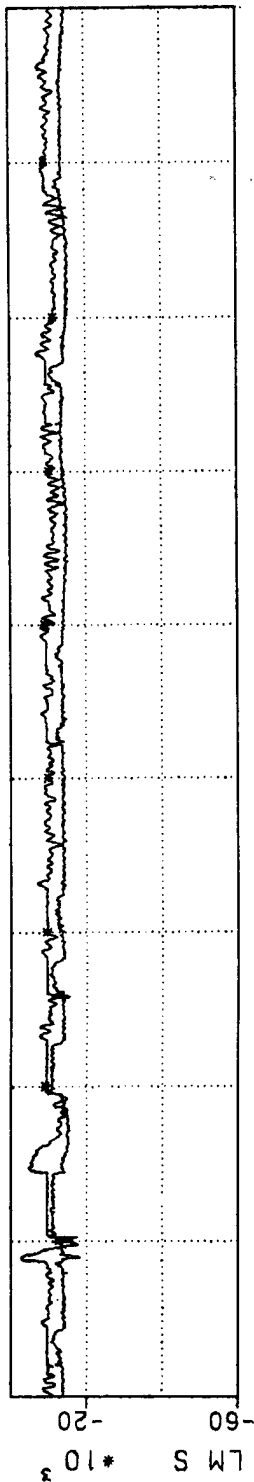
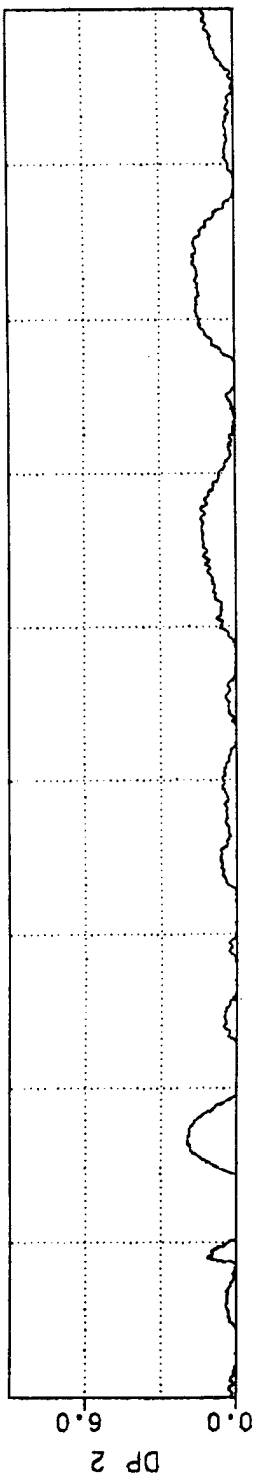


TIME - SECONDS

DELTA T (MSEC) = 5.120

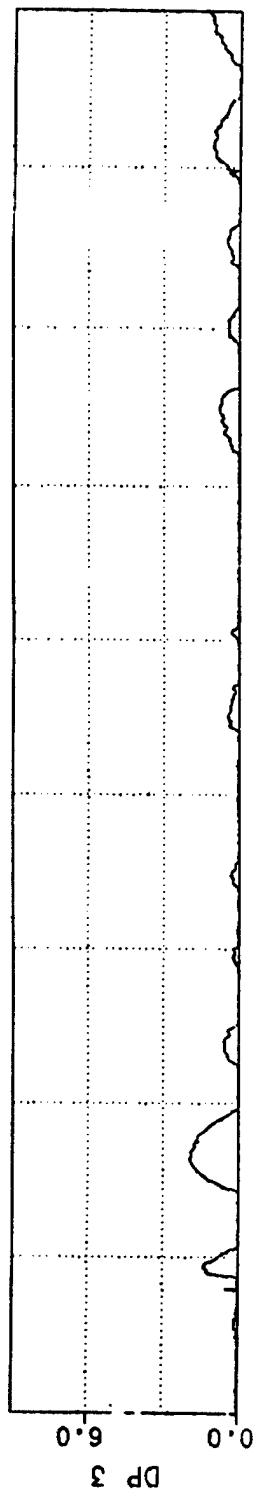
RUN NO. 22 PAGE NO. 2

A-7D HAVE BOUNCE TEST: WHITEMAN AFB 120 KNOTS : SINGLE BUMP : LIGHT WEIGHT

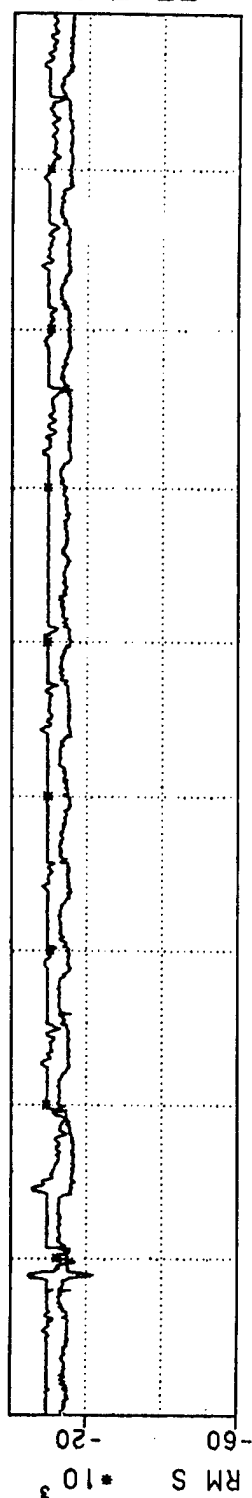


TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 22 PAGE NO. 3

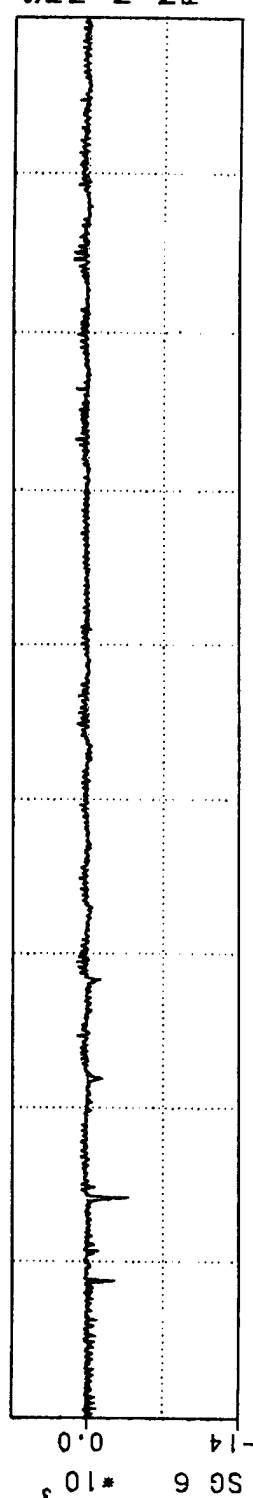
A-7D HAVE BOUNCE TEST: WHITEMAN AFB 120 KNOTS : SINGLE BUMP : LIGHT WEIGHT



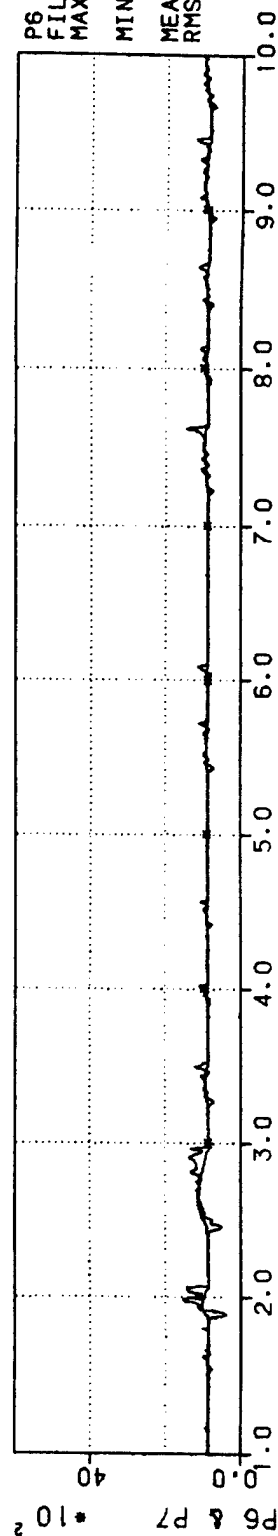
DP 3
FILE 18, CHAN 23
MAX = 1.934
MIN = 2.647 SEC
MEAN = 0.000 X10⁻¹⁰¹
RMS = 8.719 SEC
RMS = 0.249
RMS = 0.476



RM S
FILE 18, CHAN 11
MAX = -1.215 X10⁴
MIN = 3.011 SEC
MEAN = -2.193 X10⁴
RMS = 1.894 SEC
RMS = -1.443 X10⁴
RMS = 1.447 X10⁴



SG 6
FILE 18, CHAN 12
MAX = 1407.461
MIN = 8.458 SEC
MEAN = -3874.266
RMS = 2.417 SEC
RMS = 163.040
RMS = 362.781

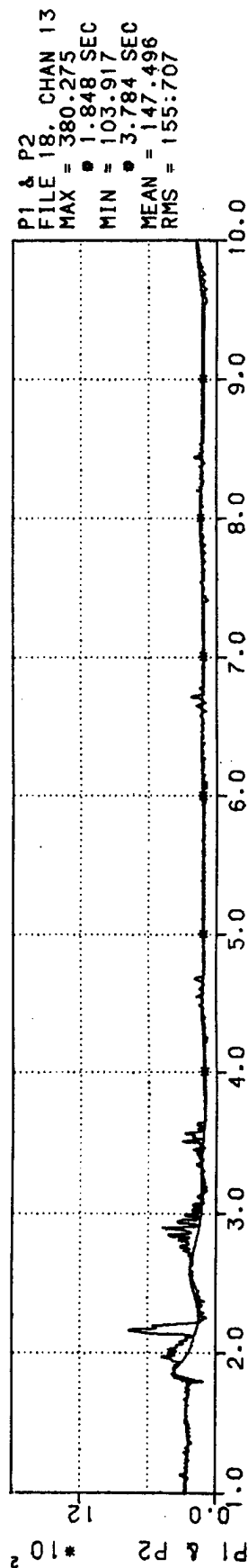
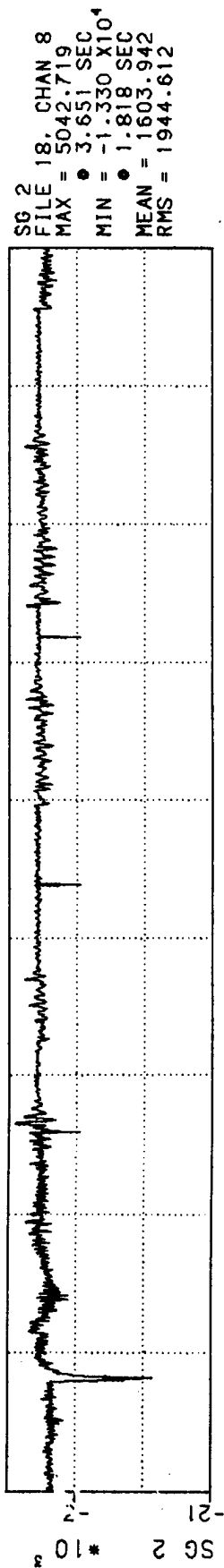
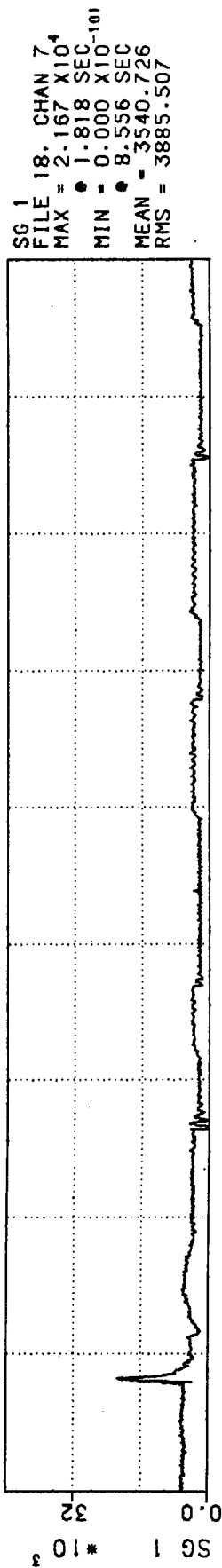
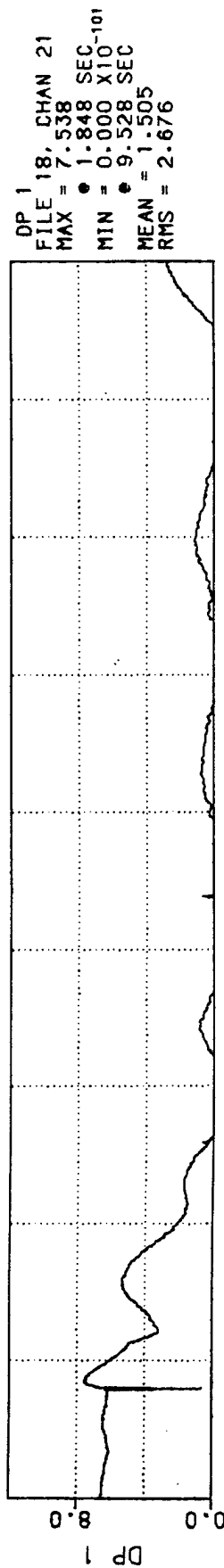


P6 & P7
FILE 18, CHAN 18
MAX = 1135.423
MIN = 2.637 SEC
MEAN = 833.109
RMS = 2.964 SEC
RMS = 898.147
RMS = 899.557

TIME - SECONDS
RUN NO. 22
PAGE NO. 4
DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

120 KNOTS : SINGLE BUMP : LIGHT WEIGHT



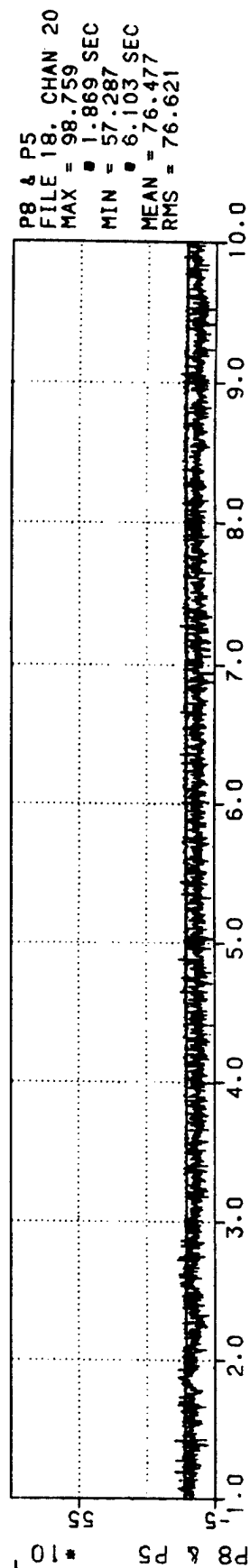
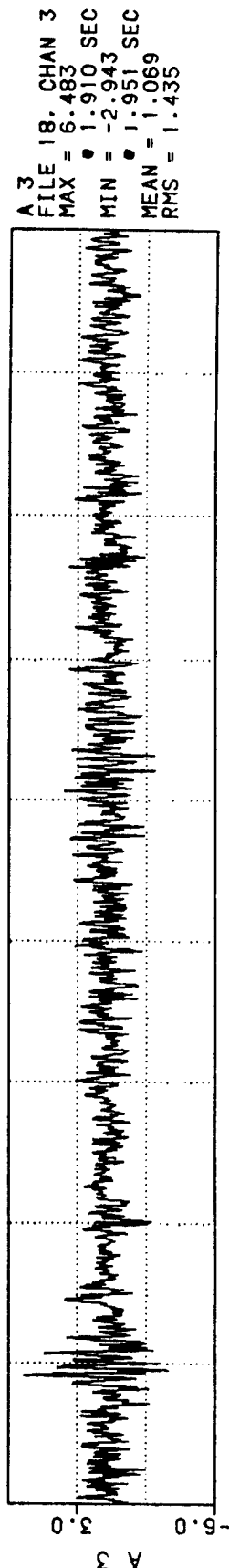
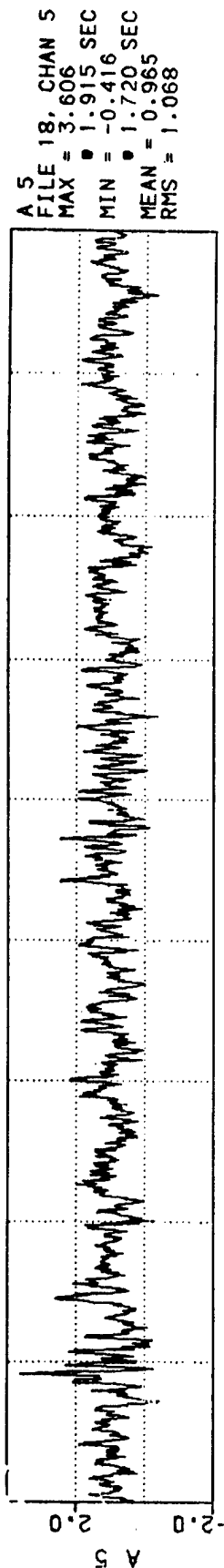
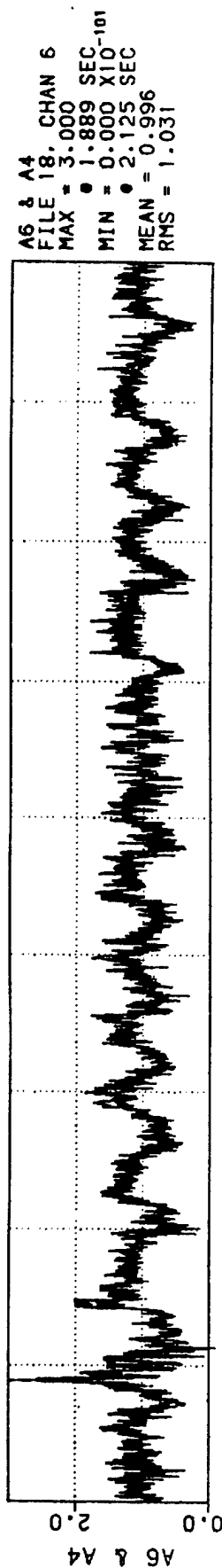
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 22 PAGE NO. 5

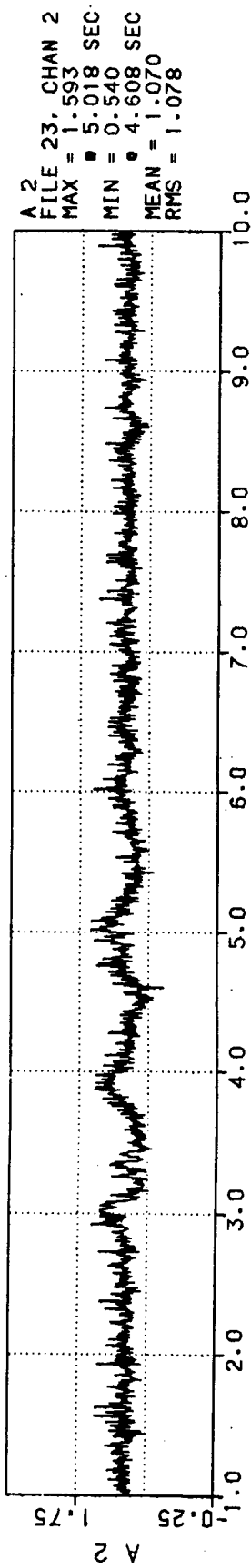
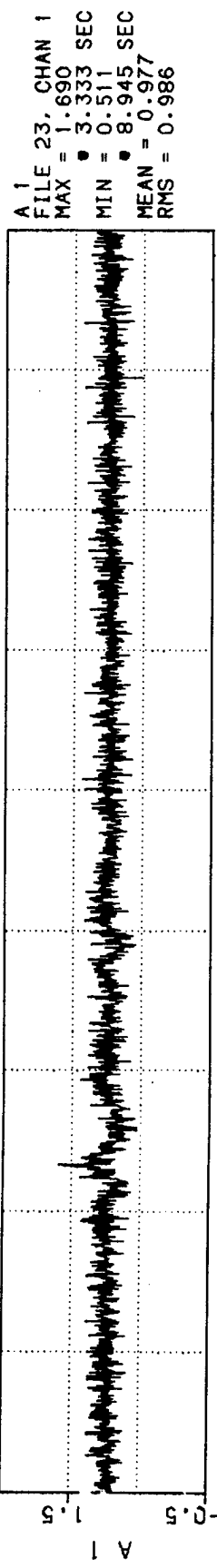
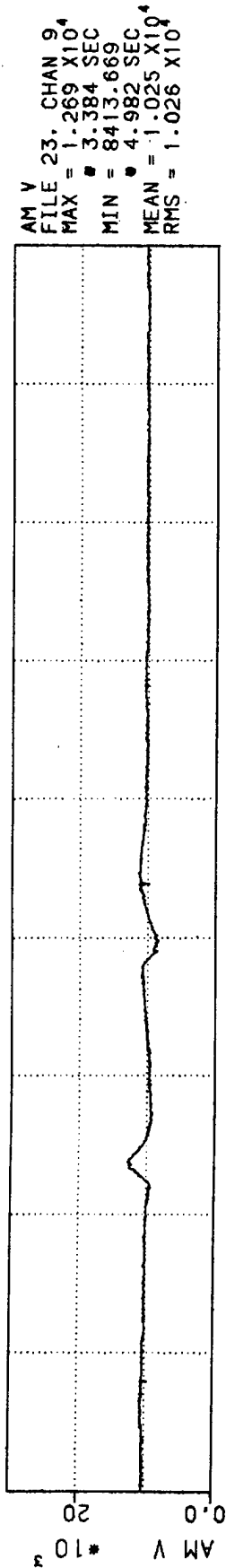
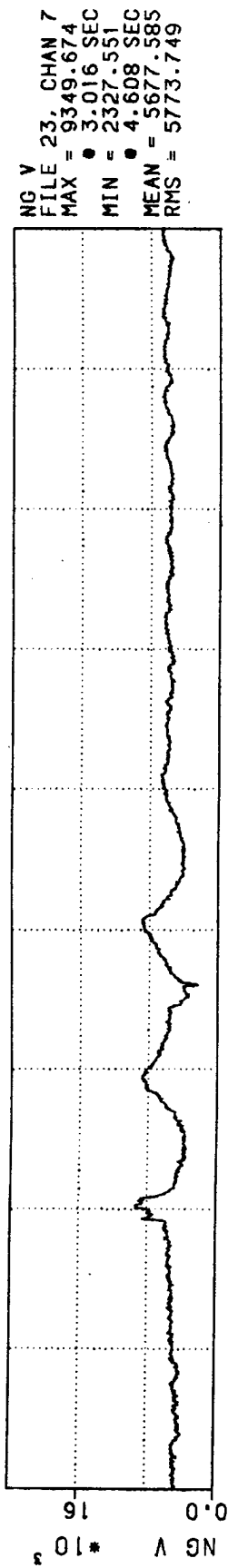
A-7D HAVE BOUNCE TEST: WHITEMAN AFB

120 KNOTS : SINGLE BUMP : LIGHT WEIGHT



TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 22 PAGE NO. 6

A-7D HAVE BOUNCE TEST: WHITEMAN AFB 20 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING



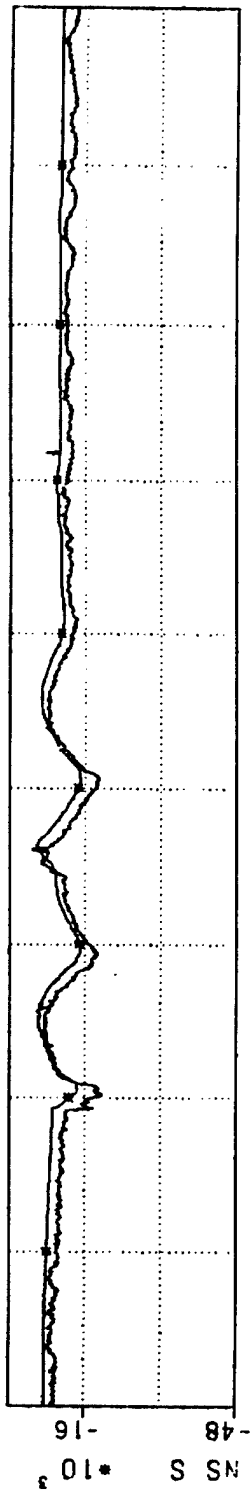
TIME - SECONDS

DELTA T (MSEC) = 5.120

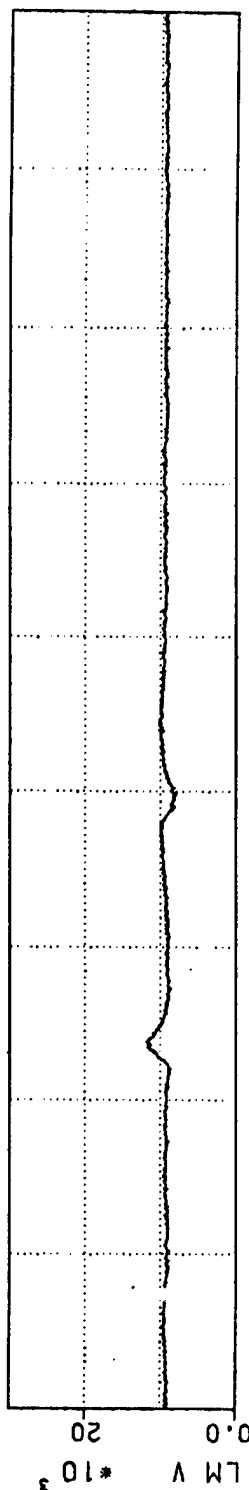
RUN NO. 23 PAGE NO. 1

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

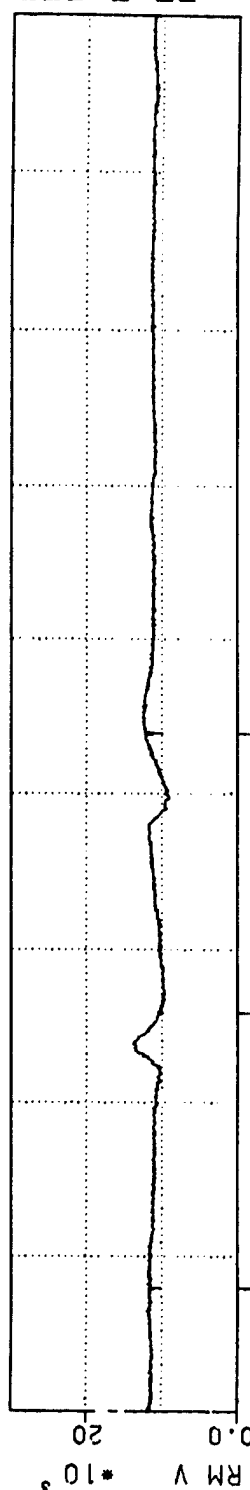
20 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING



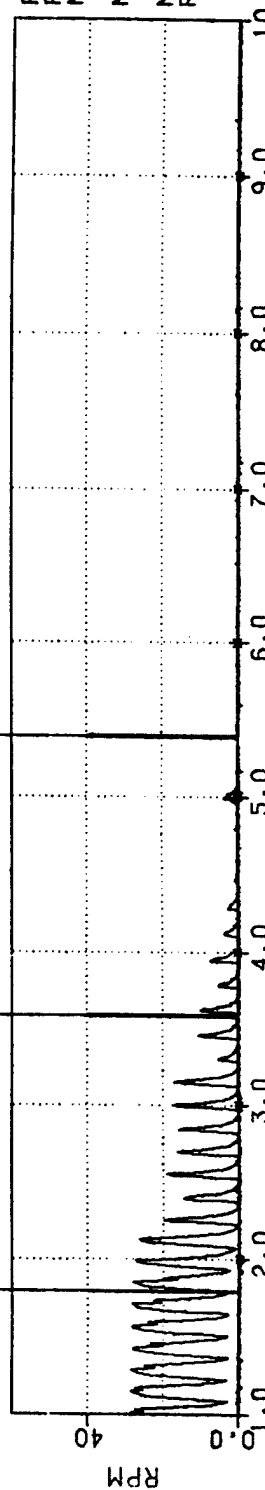
NS S
FILE 23, CHAN 7
MAX = -4773.358
MIN = 4.608 SEC
MEAN = -1.980 X10⁴
RMS = 3.016 SEC
MEAN = -1.188 X10⁴
RMS = 1.210 X10⁴



LM V
FILE 23, CHAN 9
MAX = 1.173 X10⁴
MIN = 3.384 SEC
MEAN = 7817.914
RMS = 4.982 SEC
MEAN = 9354.970
RMS = 9362.081



RM V
FILE 23, CHAN 11
MAX = 1.371 X10⁴
MIN = 3.389 SEC
MEAN = 9009.423
RMS = 4.982 SEC
MEAN = 1.114 X10⁴
RMS = 1.116 X10⁴



RPM
FILE 23, CHAN 25
MAX = 60.000
MIN = 5.386 SEC-101
MEAN = 0.000 X10⁻¹⁰¹
RMS = 9.999 SEC
MEAN = 2.969
RMS = 7.608

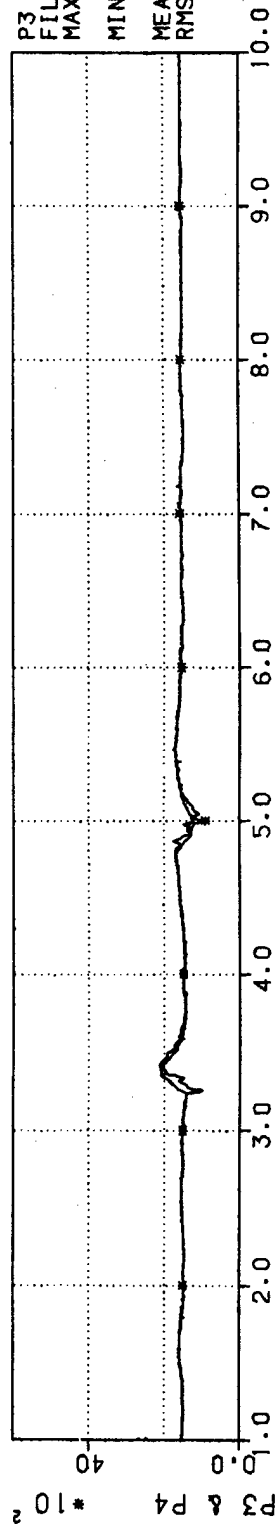
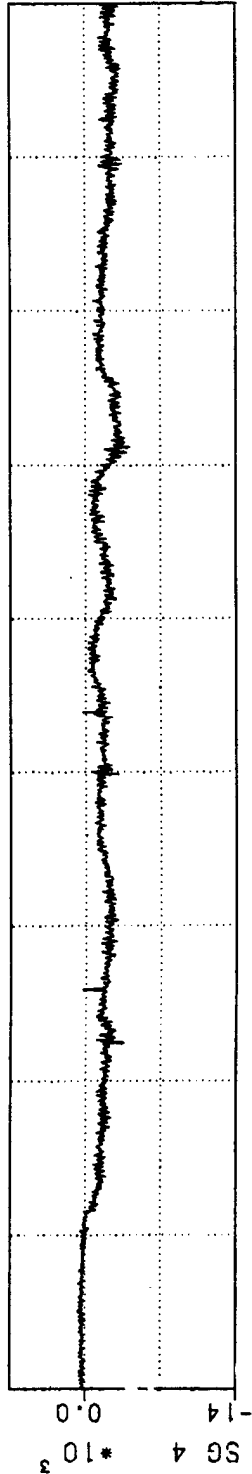
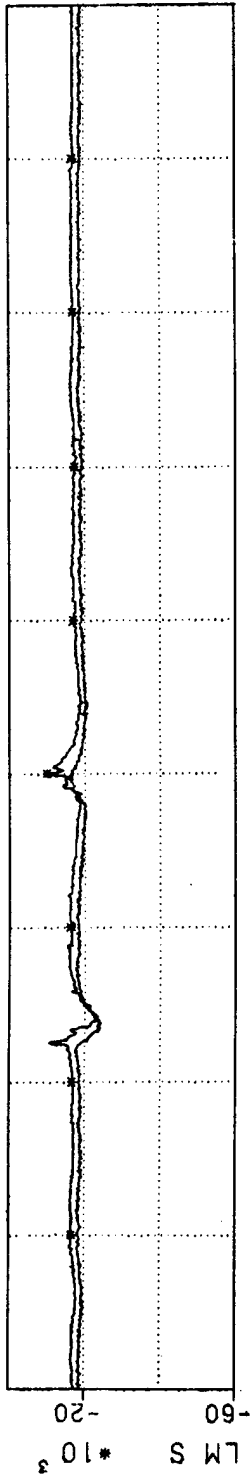
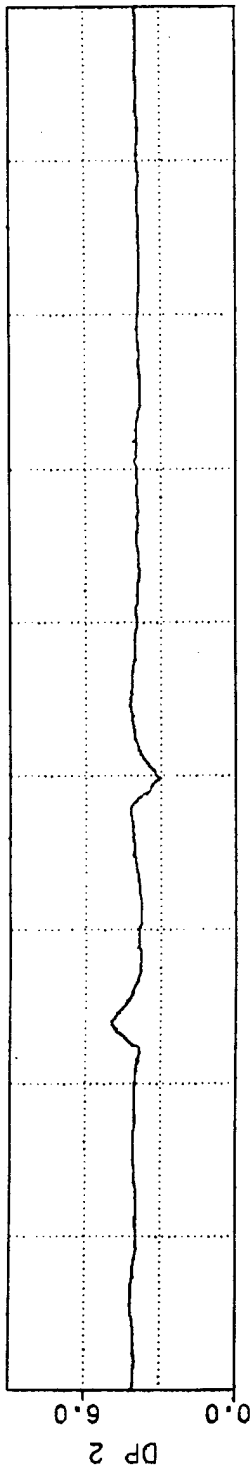
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 23 PAGE NO. 2

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

20 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING

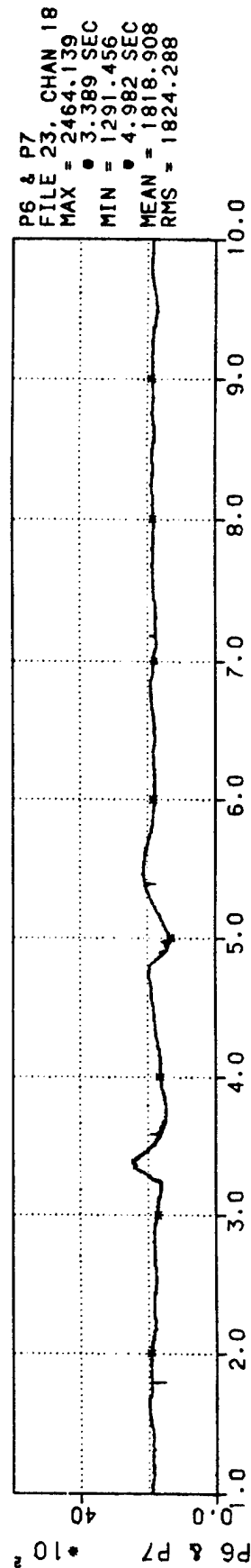
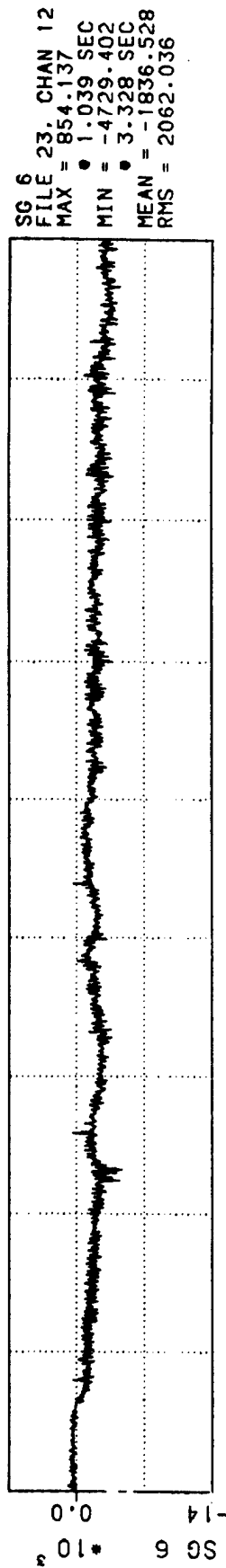
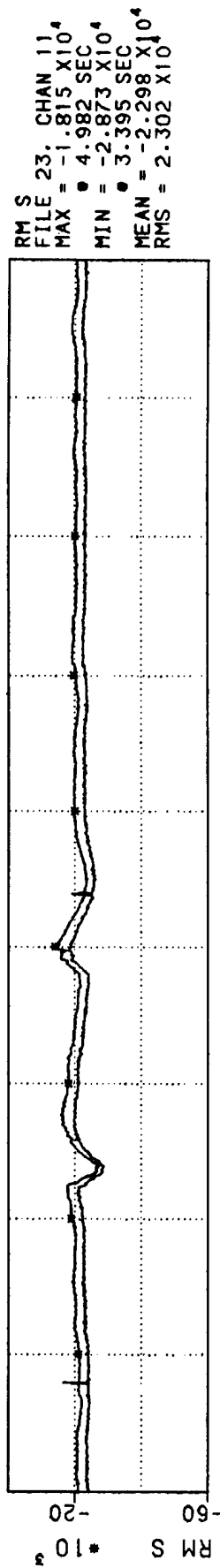
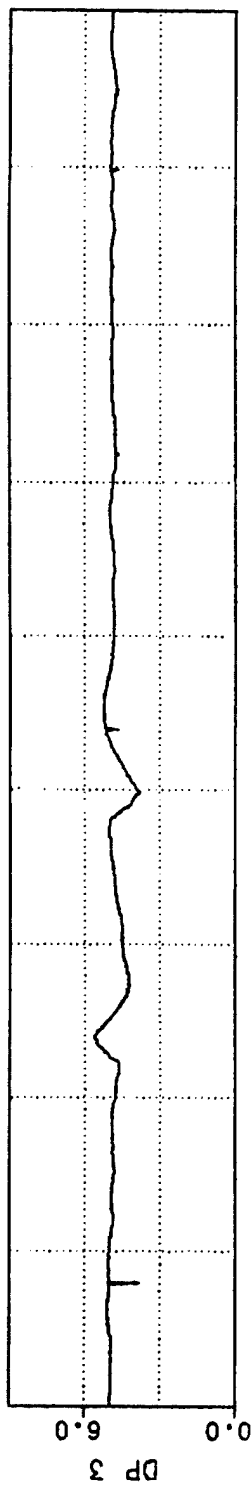


TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 23 PAGE NO. 3

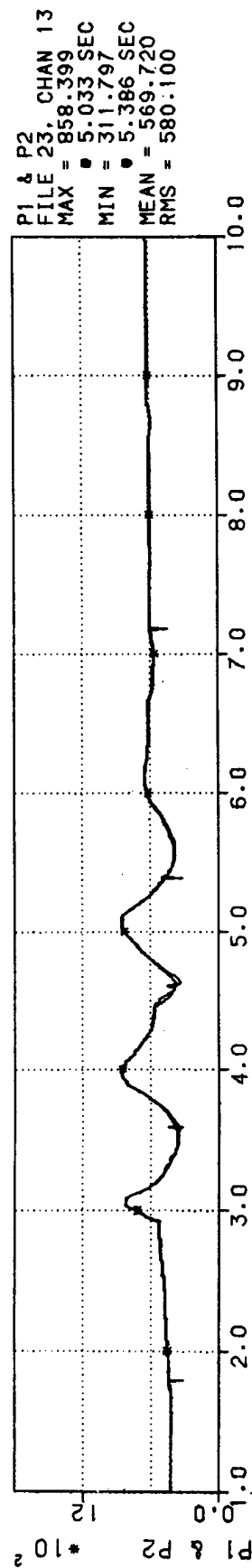
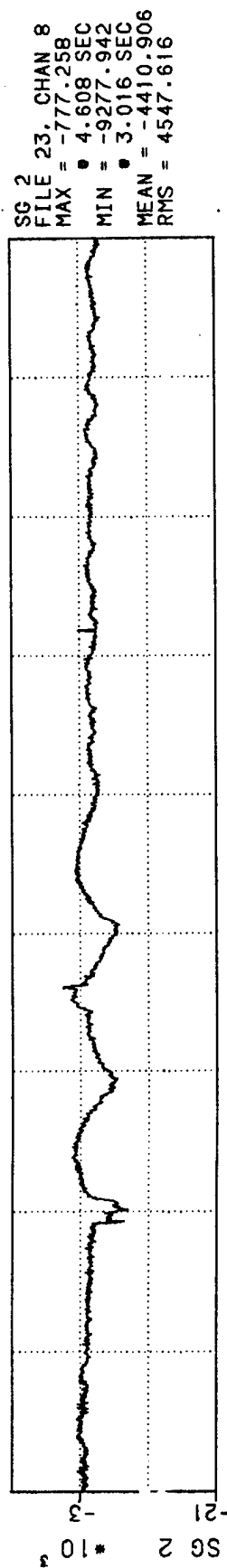
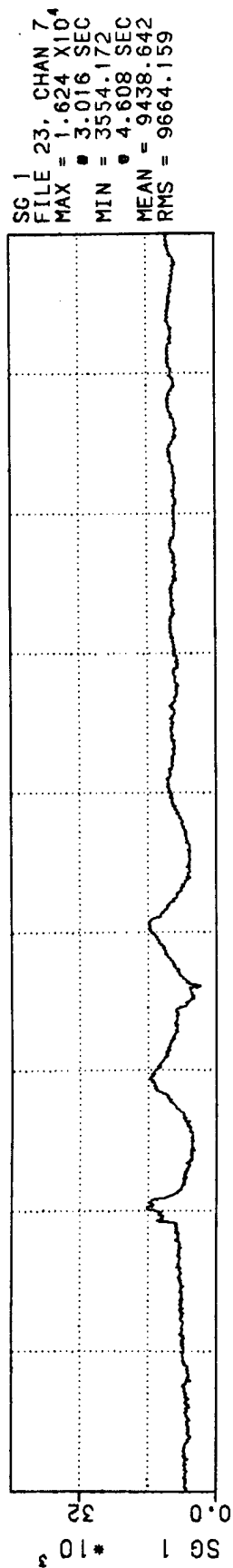
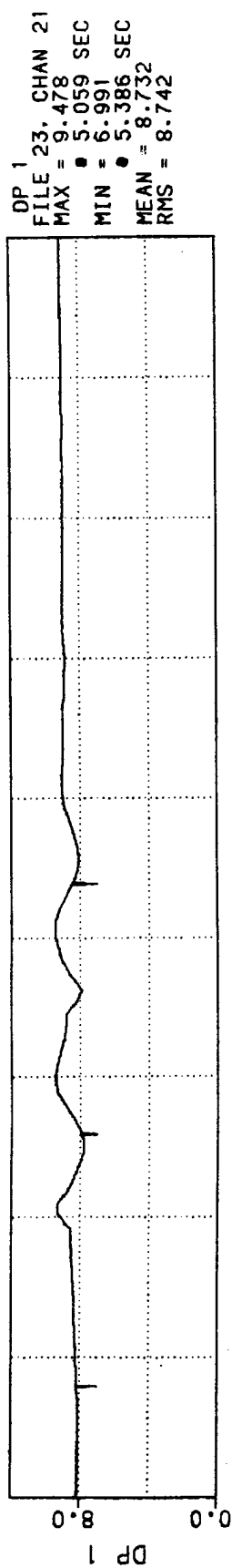
A-7D HAVE BOUNCE TEST: WHITEMAN AFB 20 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING



TIME - SECONDS
RUN NO. 23
PAGE NO. 4
DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

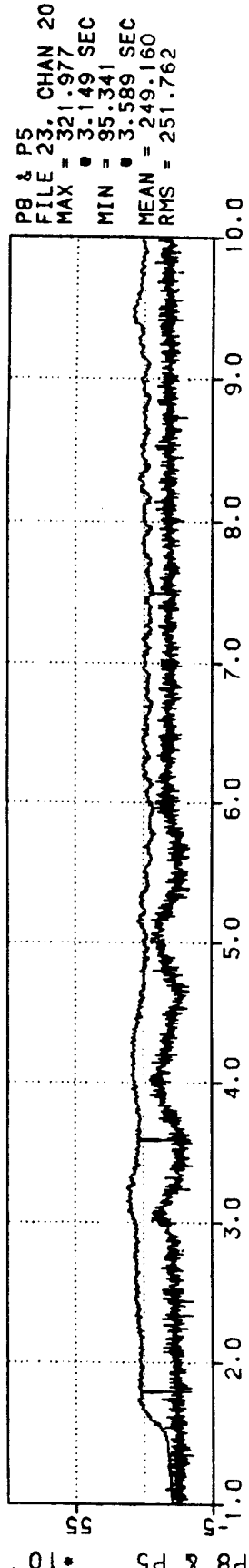
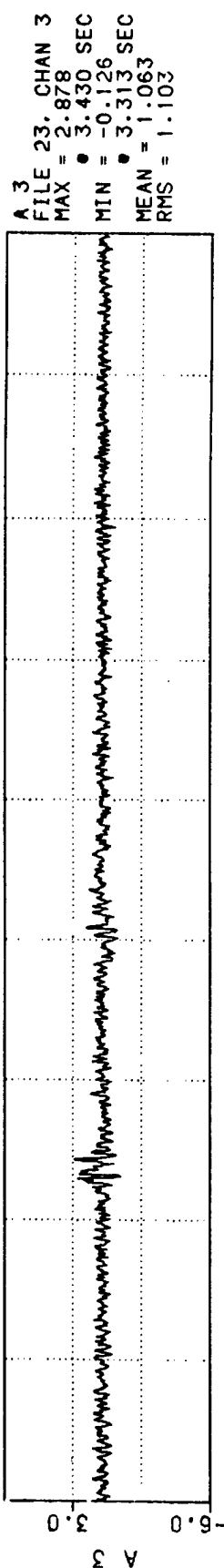
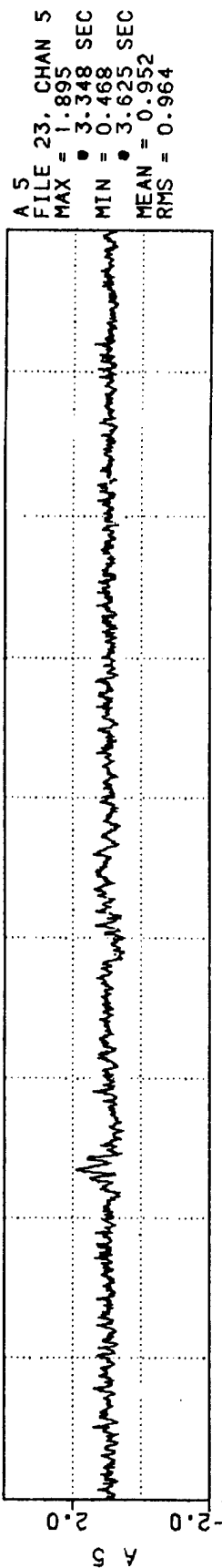
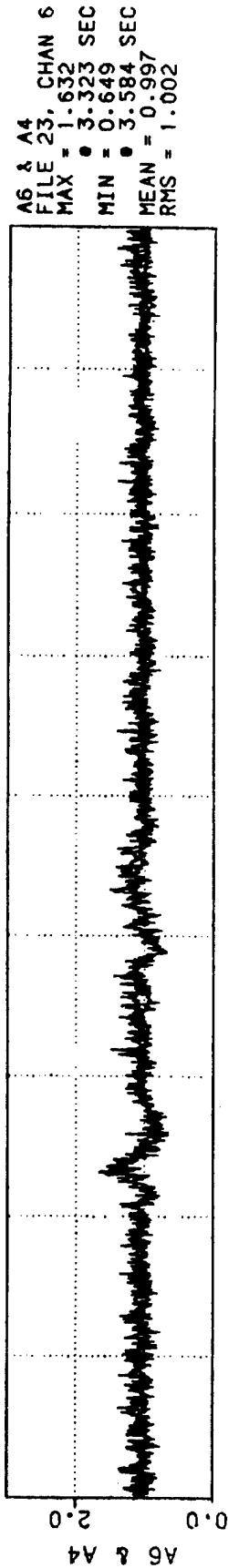
20 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING



TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 23 PAGE NO. 5

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

20 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING



TIME - SECONDS

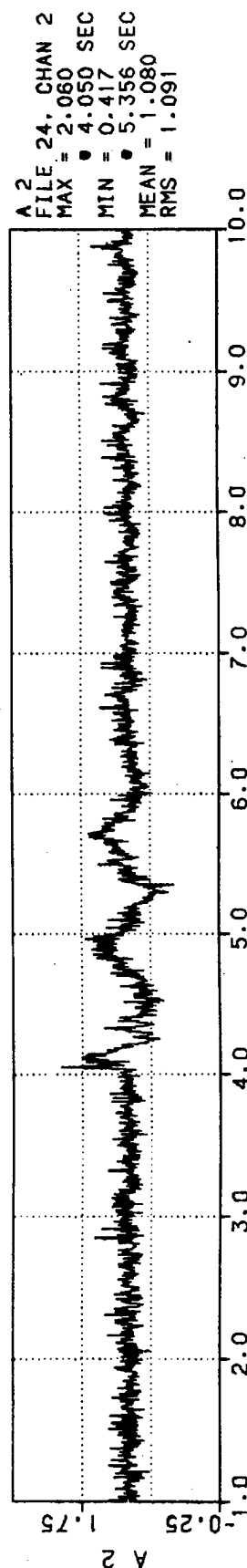
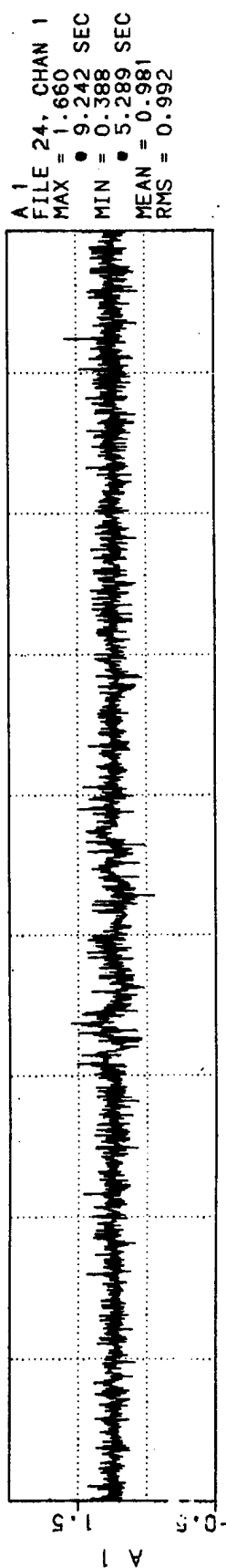
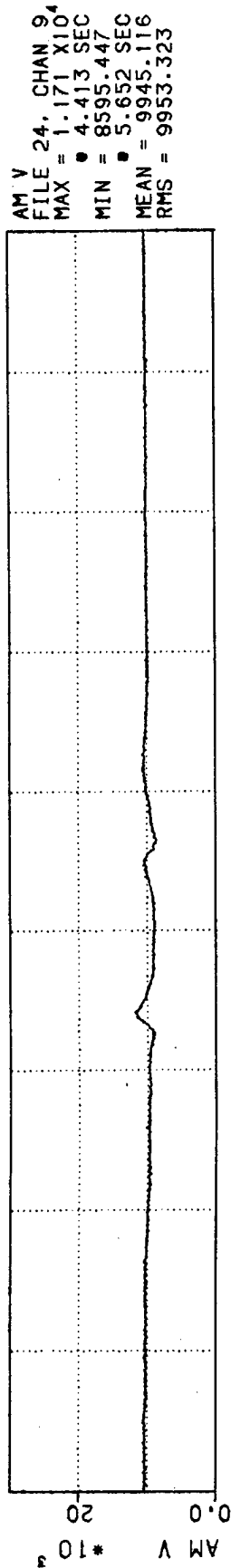
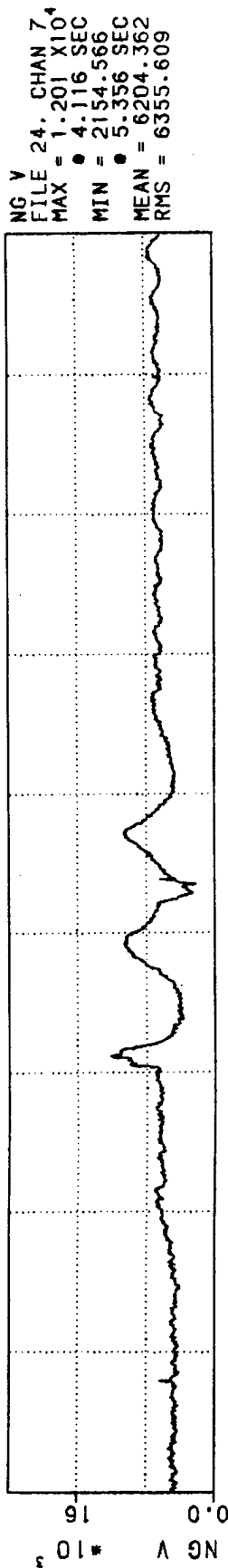
DELTA T (MSEC) = 5.120

RUN NO. 23

PAGE NO. 6

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

30 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING



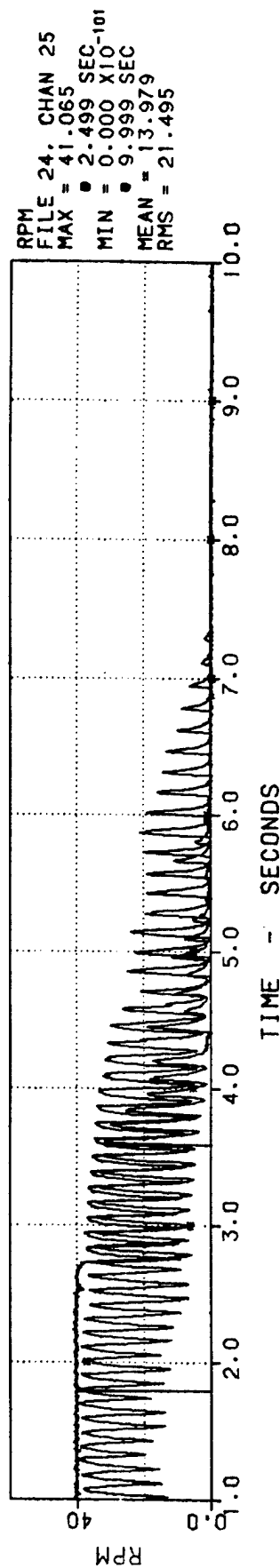
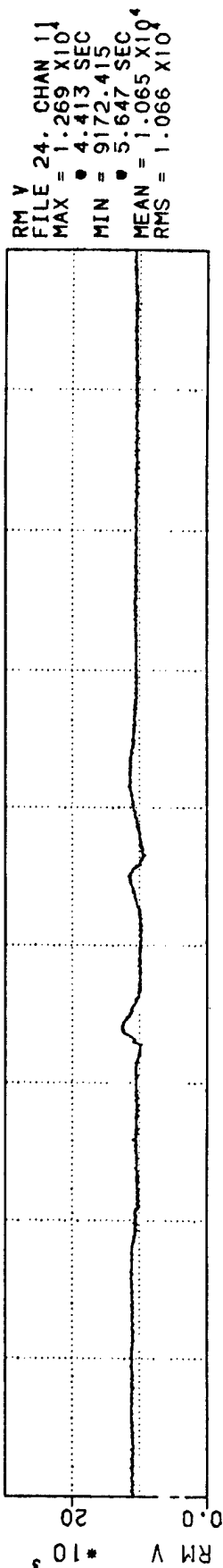
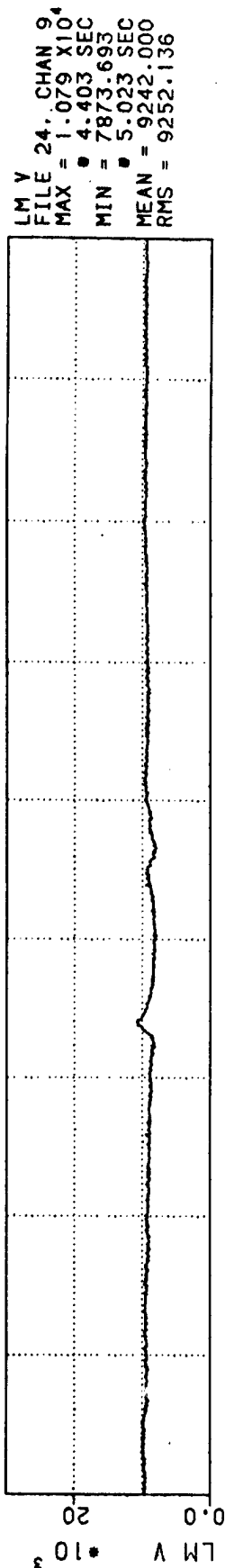
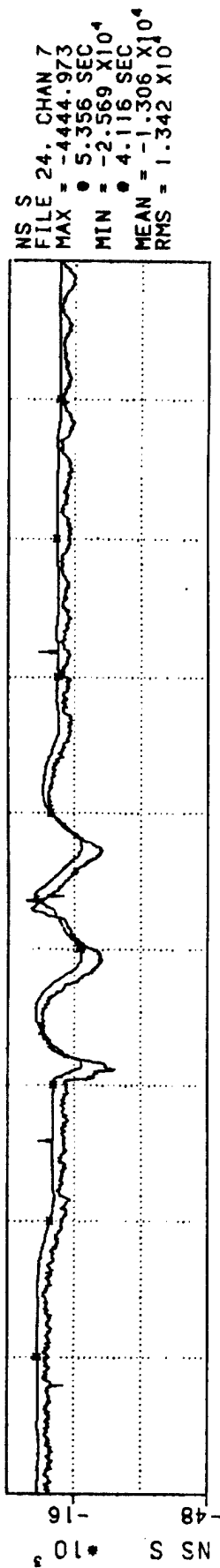
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 24 PAGE NO. 1

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

30 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING

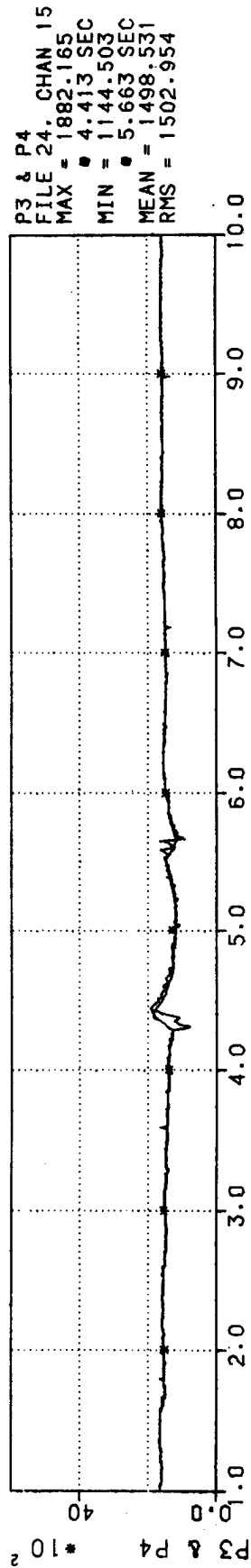
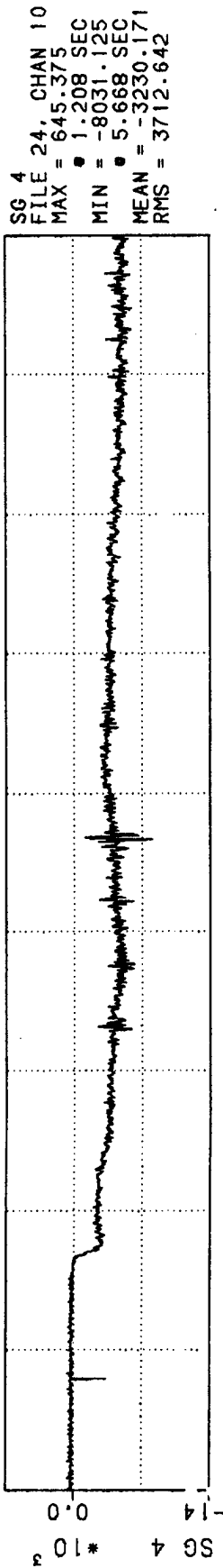
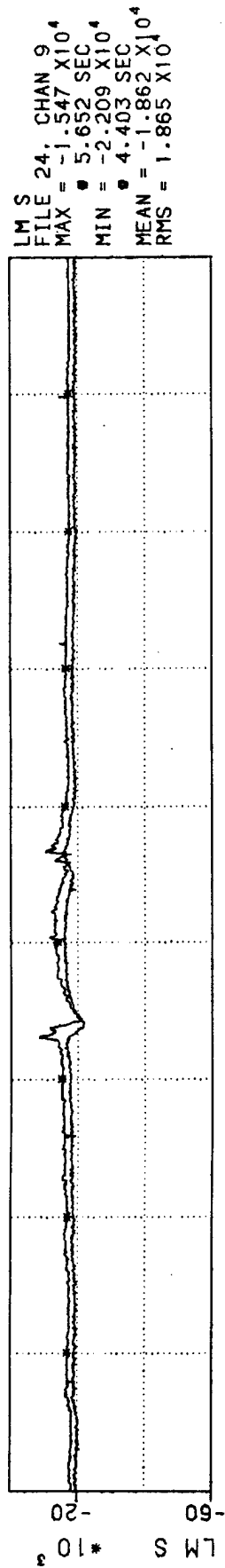
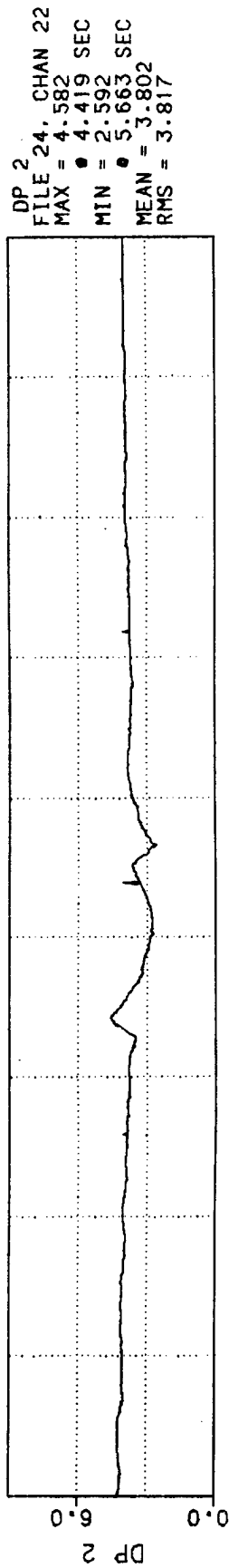


DELTA T (MSEC) = 5.120

RUN NO. 24 PAGE NO. 2

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

30 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING

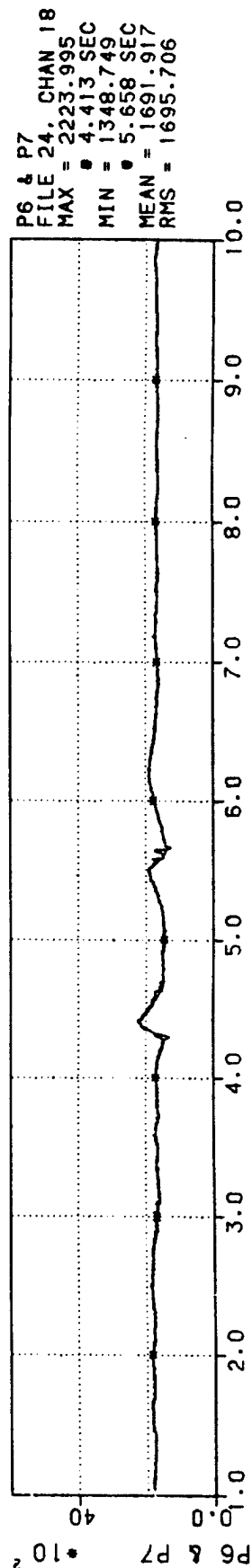
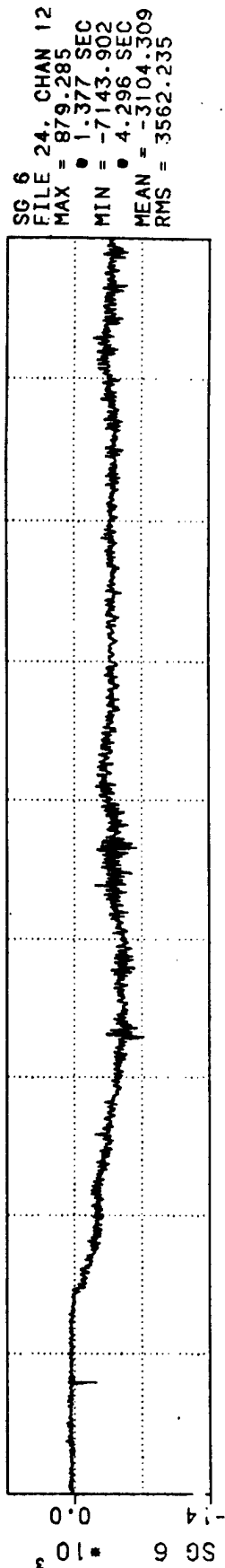
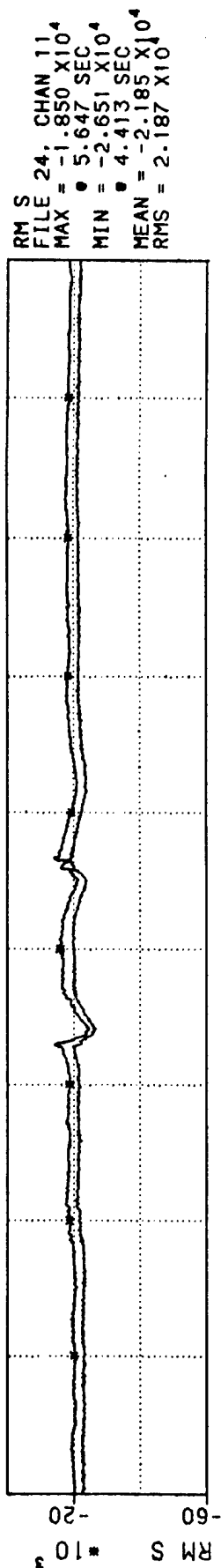
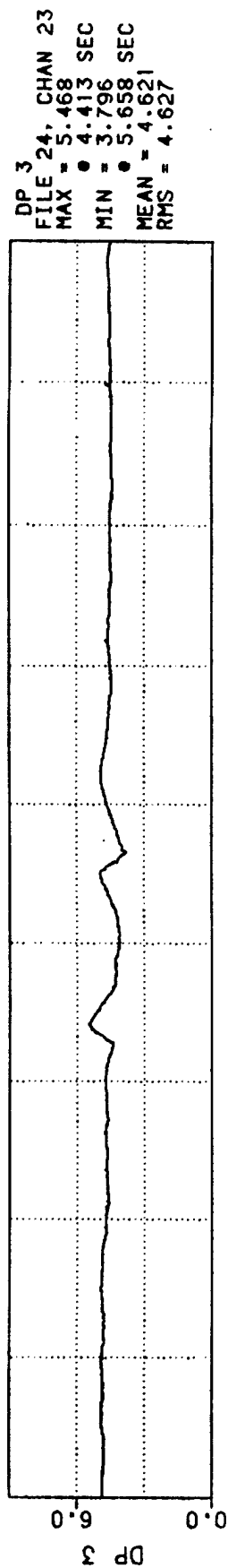


TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 24 PAGE NO. 3

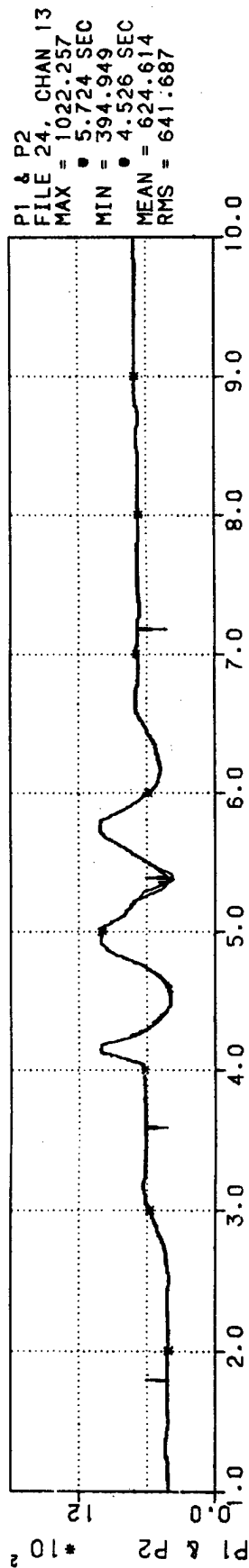
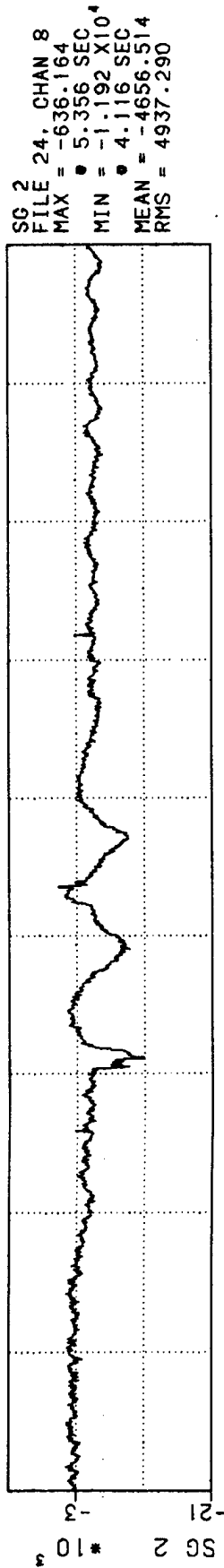
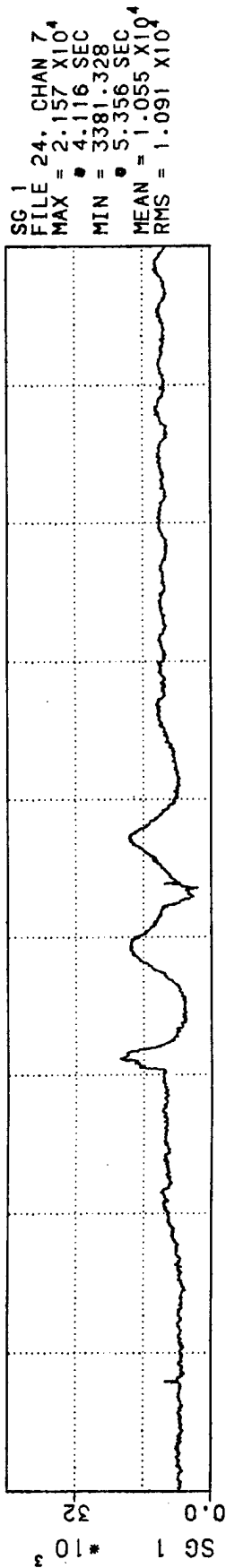
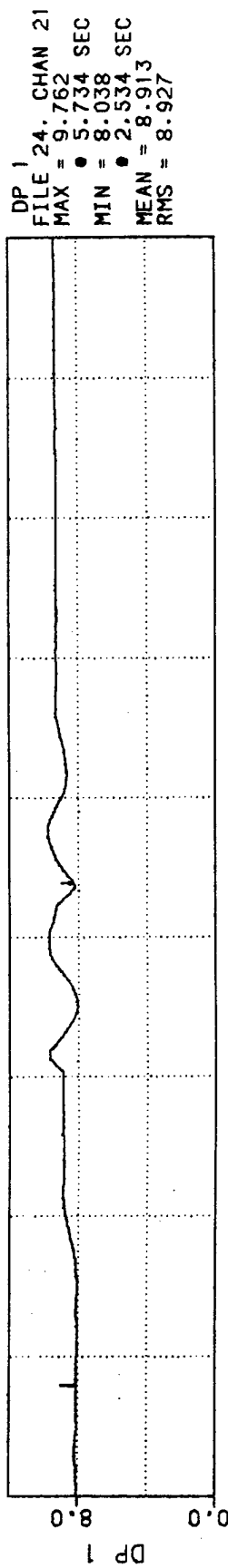
A-7D HAVE BOUNCE TEST: WHITEMAN AFB 30 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING



TIME - SECONDS
 RUN NO. 24
 PAGE NO. 4
 DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

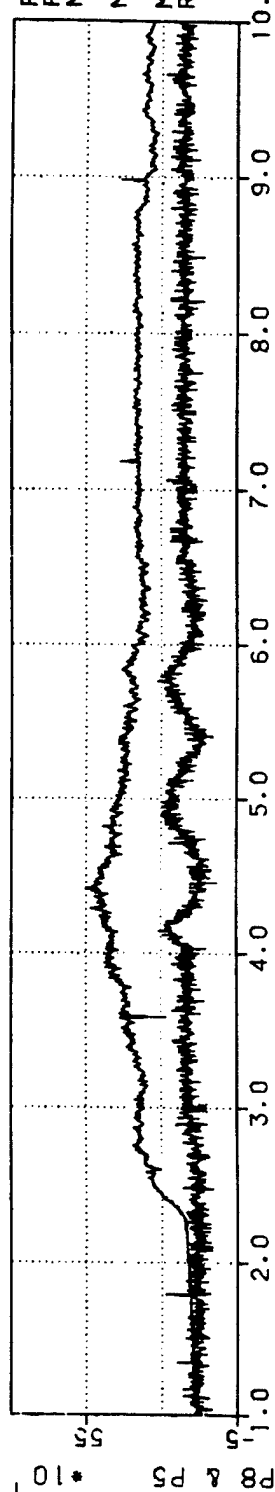
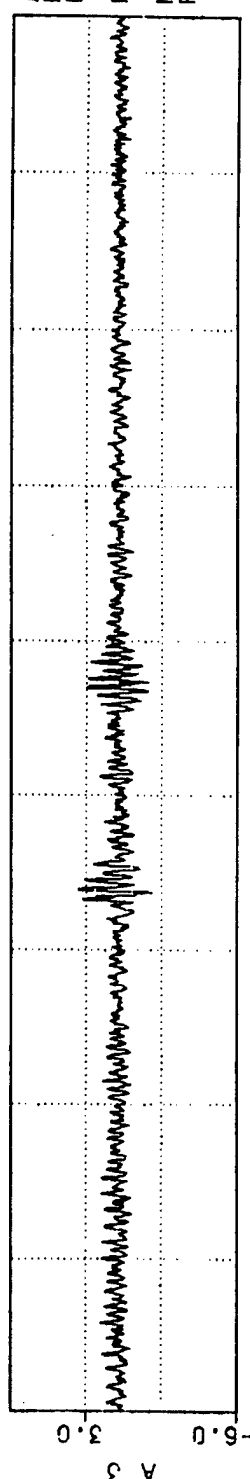
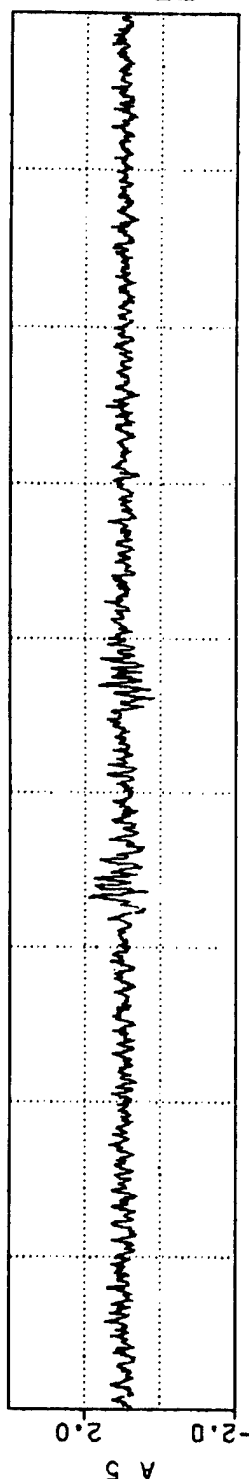
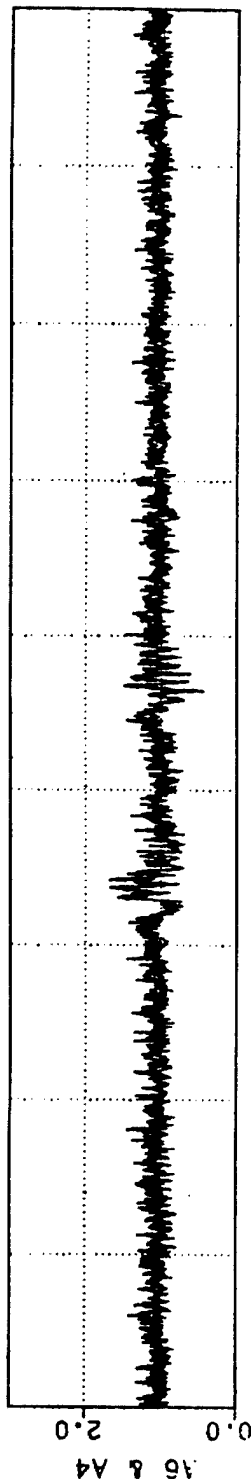
30 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING



TIME - SECONDS
 DELTA T (MSEC) = 5.120
 RUN NO. 24 PAGE NO. 5

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

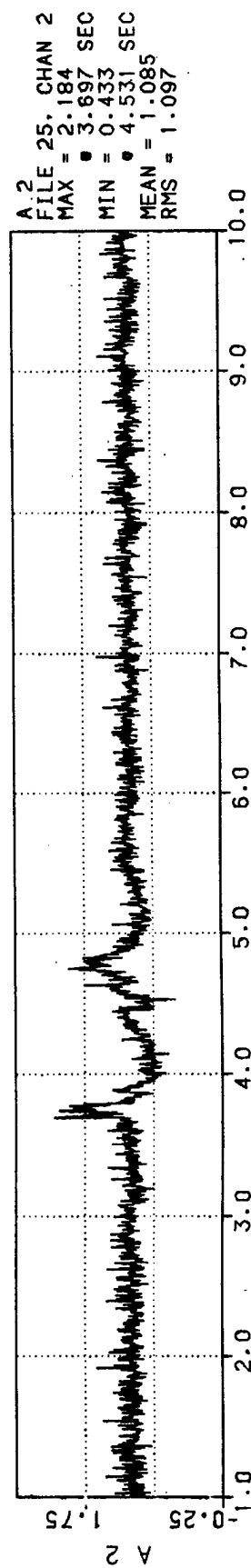
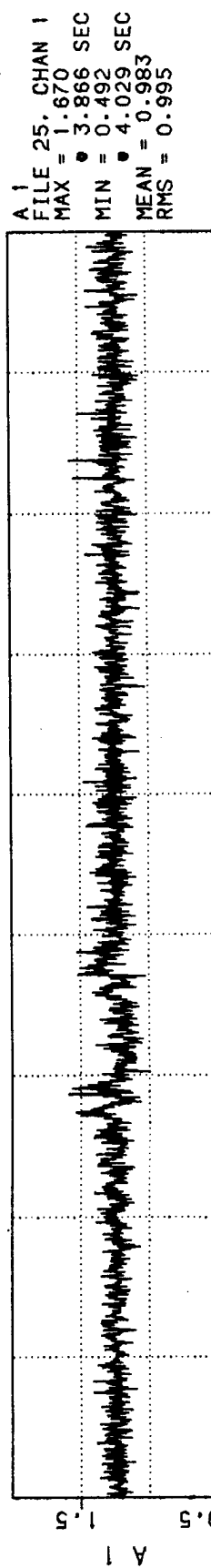
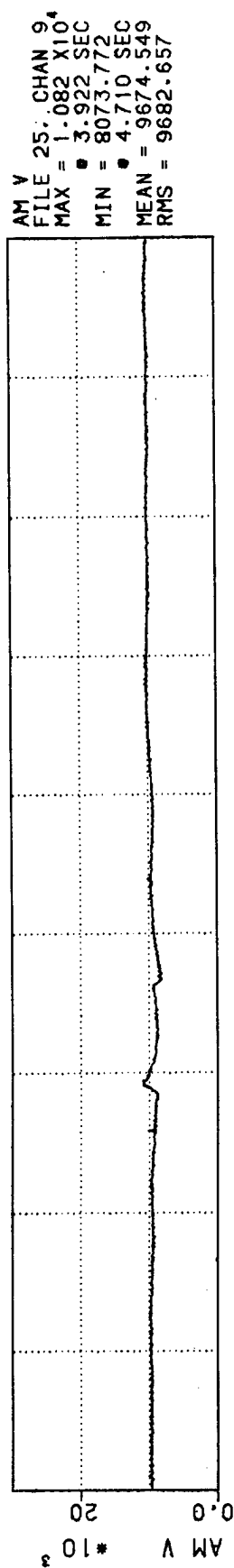
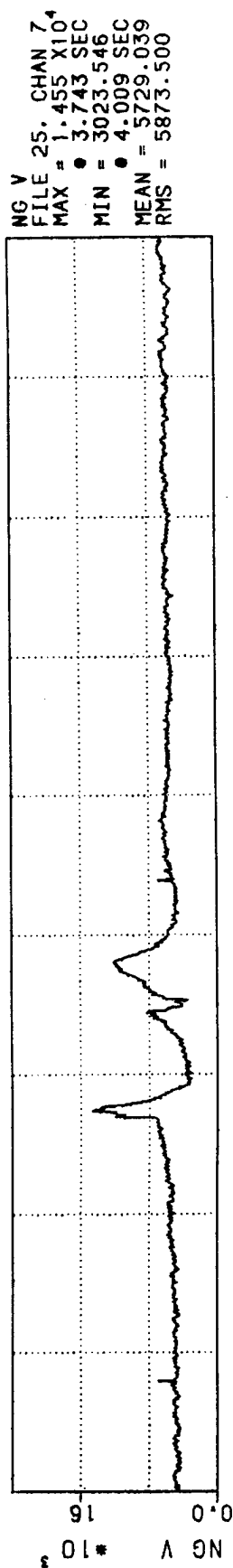
30 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING



TIME - SECONDS
RUN NO. 24
PAGE NO. 6
DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

60 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING



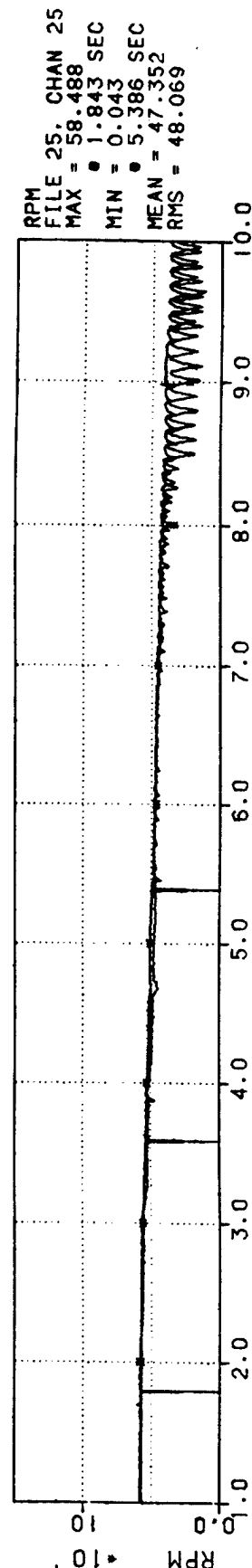
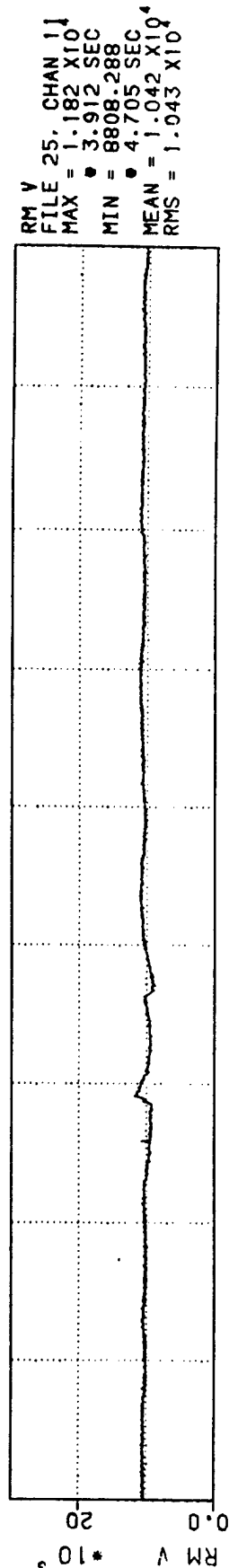
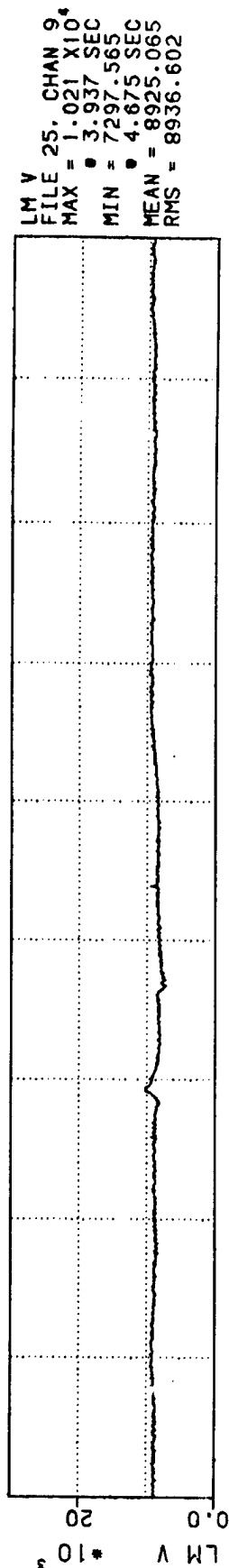
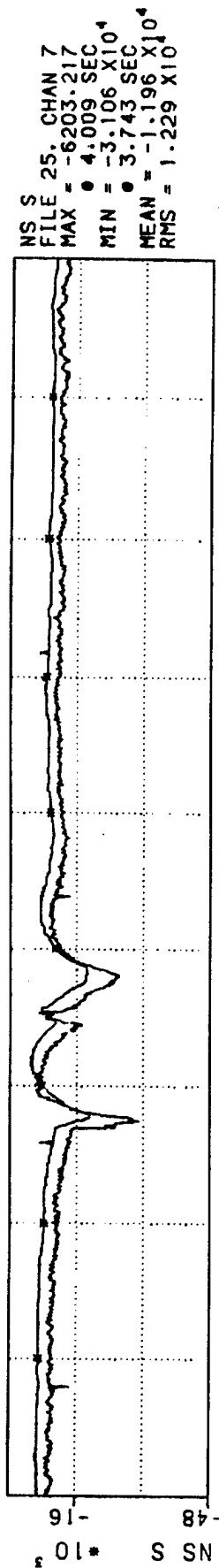
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 25 PAGE NO. 1

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

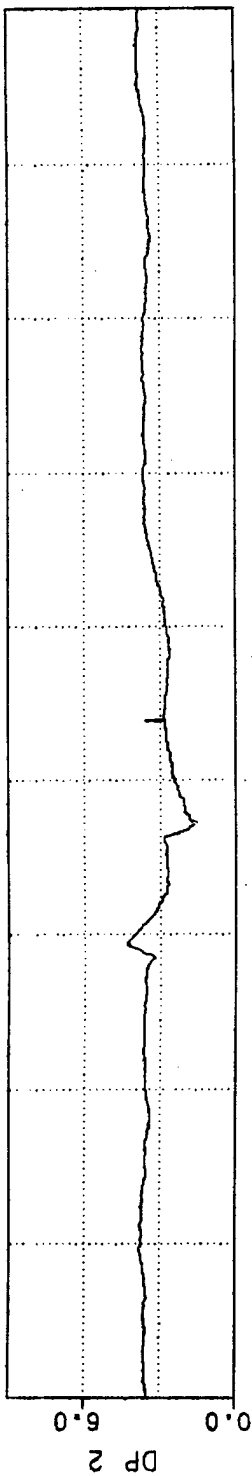
60 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING



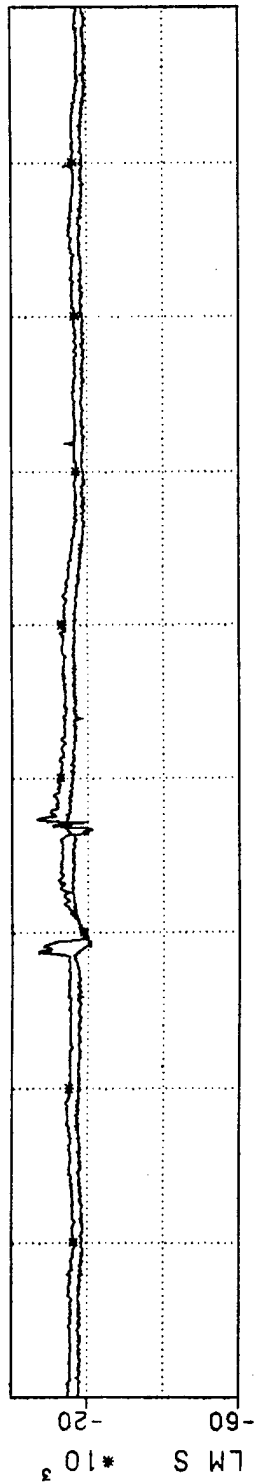
TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 25 PAGE NO. 2

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

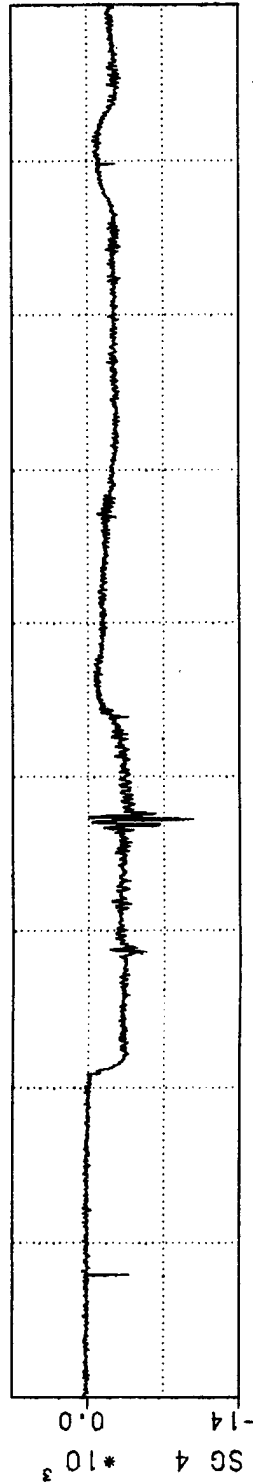
60 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING



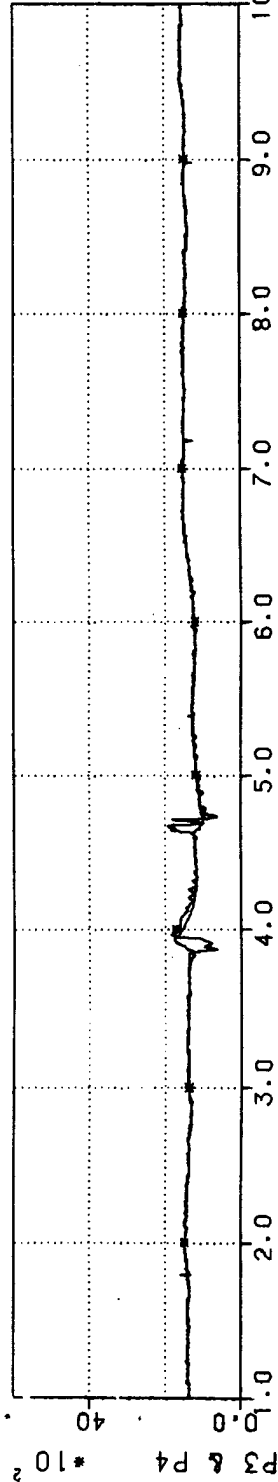
DP 2
FILE 25, CHAN 22
MAX = 4.317
MIN = 1.517
MEAN = 3.375
RMS = 3.405



LM S
FILE 25, CHAN 9
MAX = -1.394 X10⁴
MIN = -2.079 X10⁴
MEAN = -1.781 X10⁴
RMS = 1.784 X10⁴



SG 4
FILE 25, CHAN 10
MAX = 491.354
MIN = -9725.352
MEAN = -1786.731
RMS = 2216.199



P3 & P4
FILE 25, CHAN 15
MAX = 1750.265
MIN = 972.300
MEAN = 1394.697
RMS = 1400.132

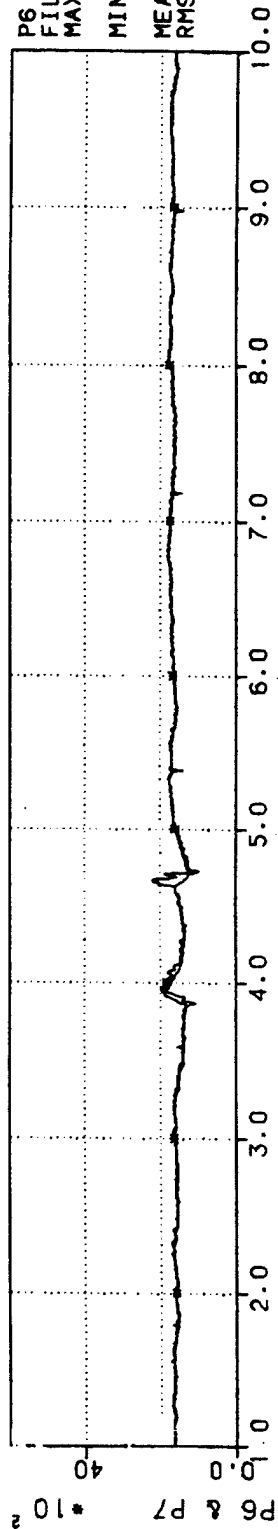
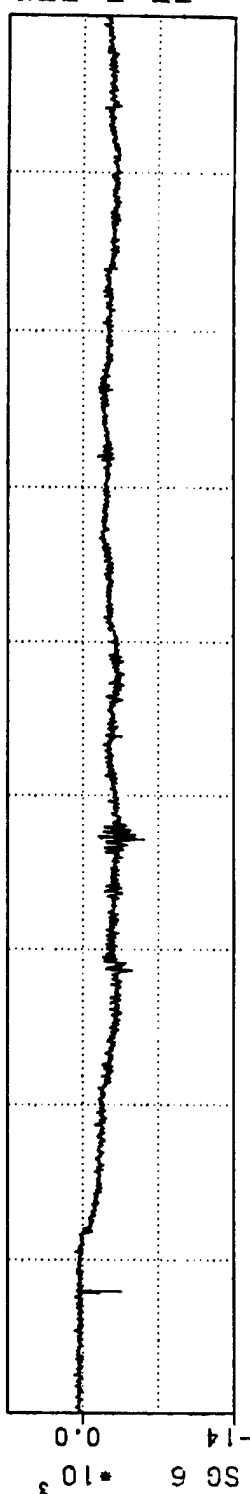
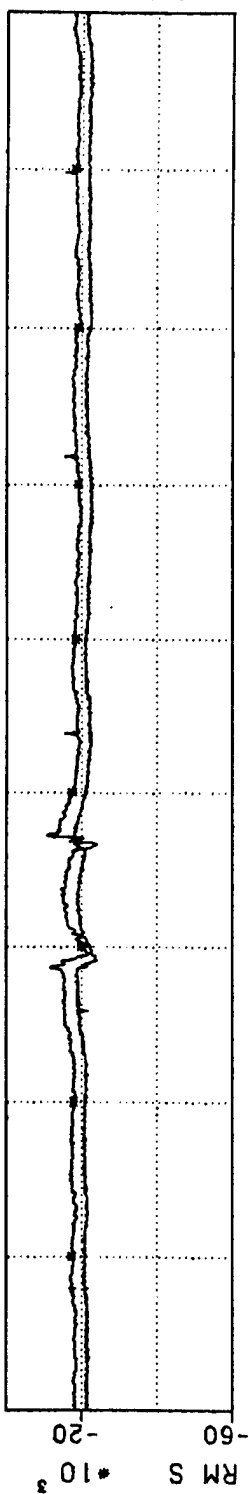
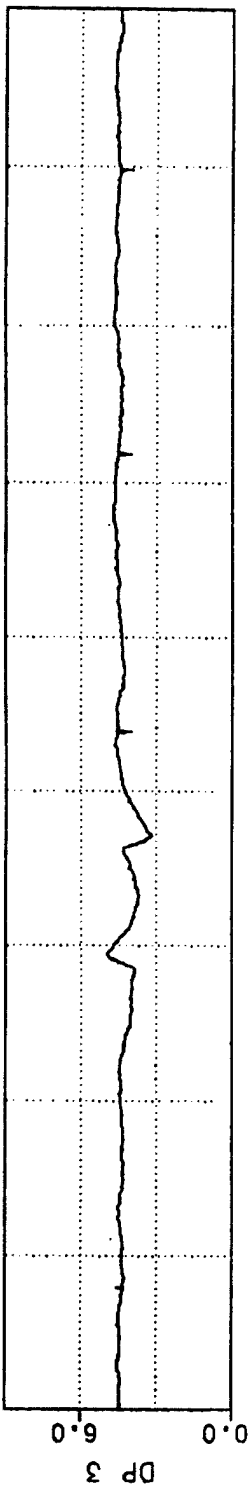
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 25 PAGE NO. 3

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

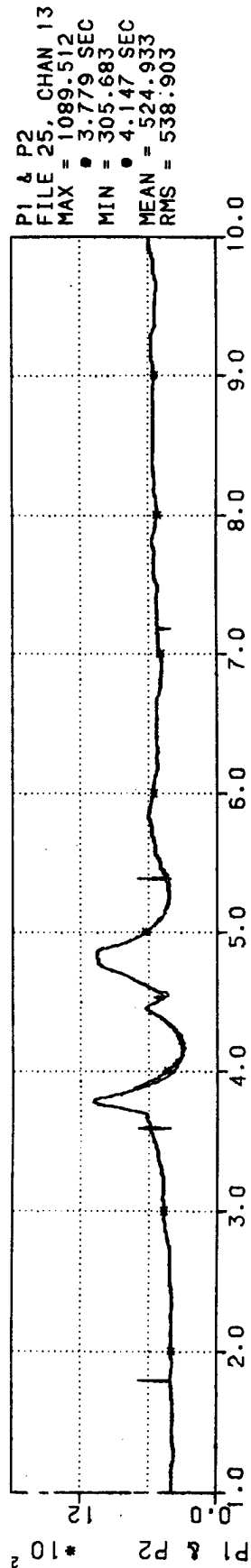
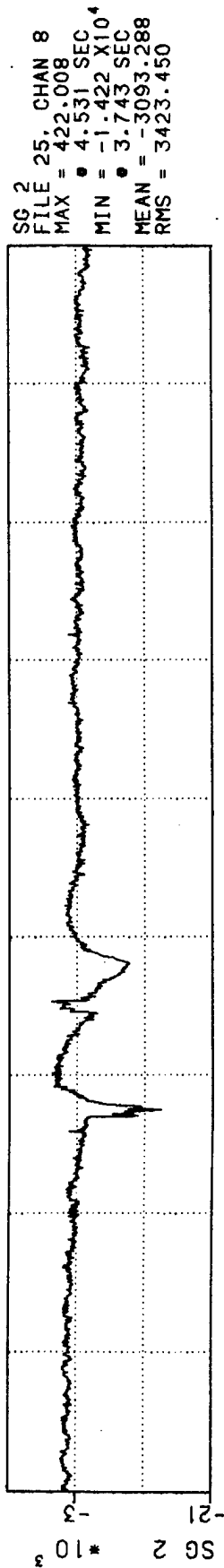
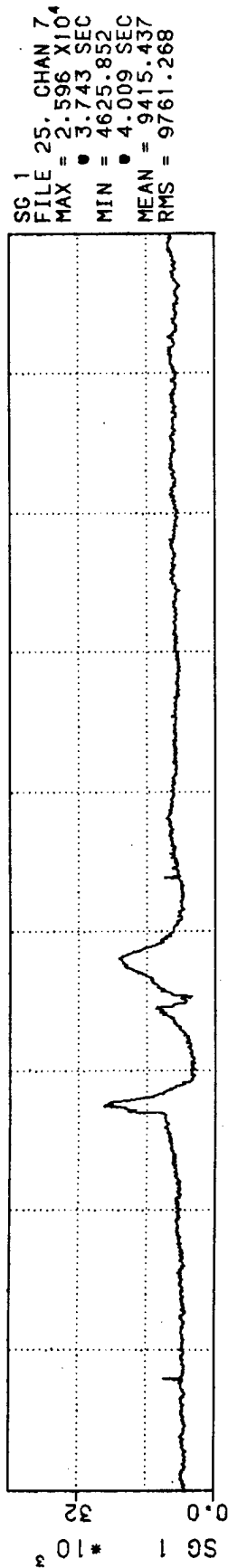
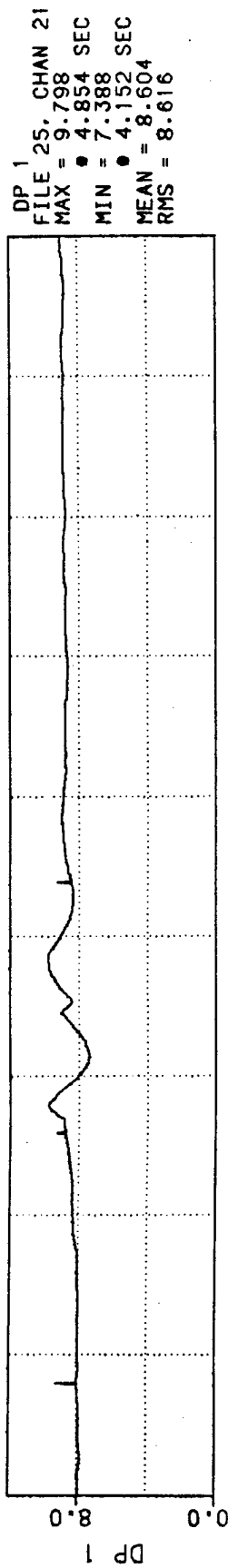
60 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING



TIME - SECONDS
RUN NO. 25
PAGE NO. 4
DELTA T (MSEC) = 5.120

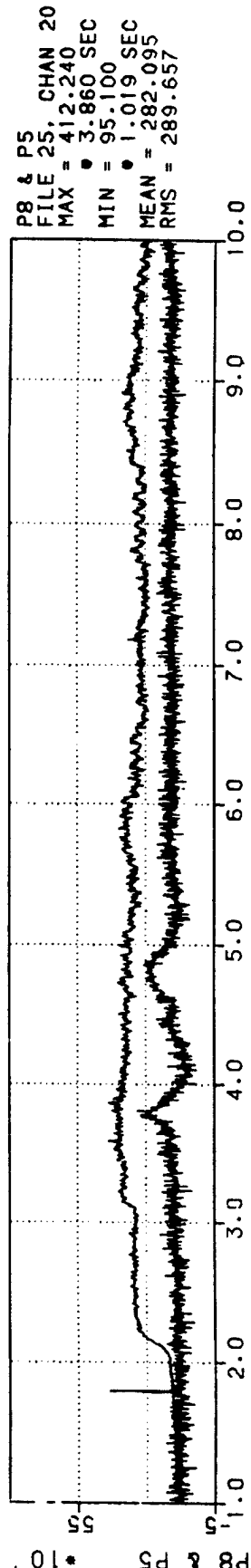
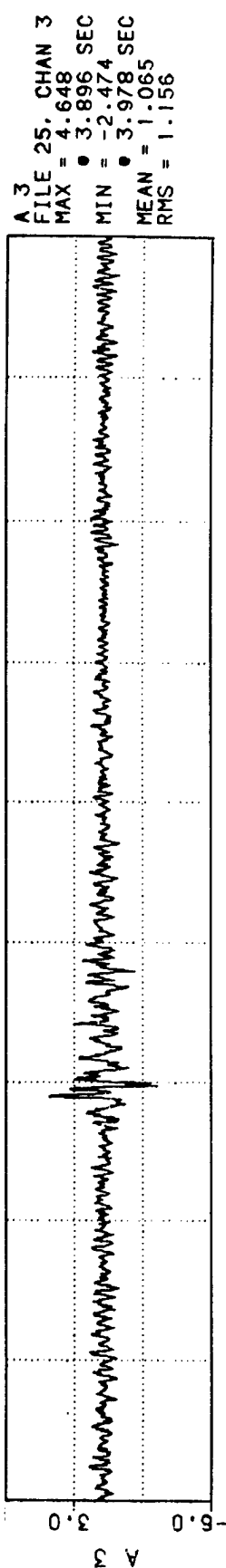
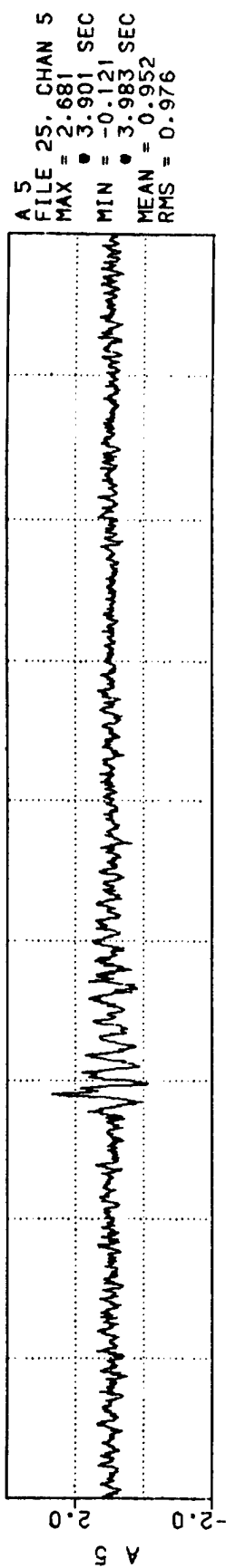
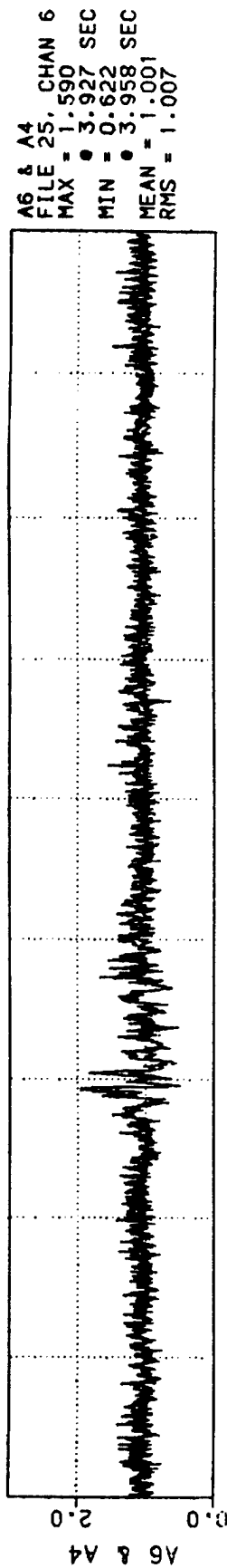
A-7D HAVE BOUNCE TEST: WHITEMAN AFB

60 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING



TIME - SECONDS
 DELTA T (MSEC) = 5.120
 RUN NO. 25 PAGE NO. 5

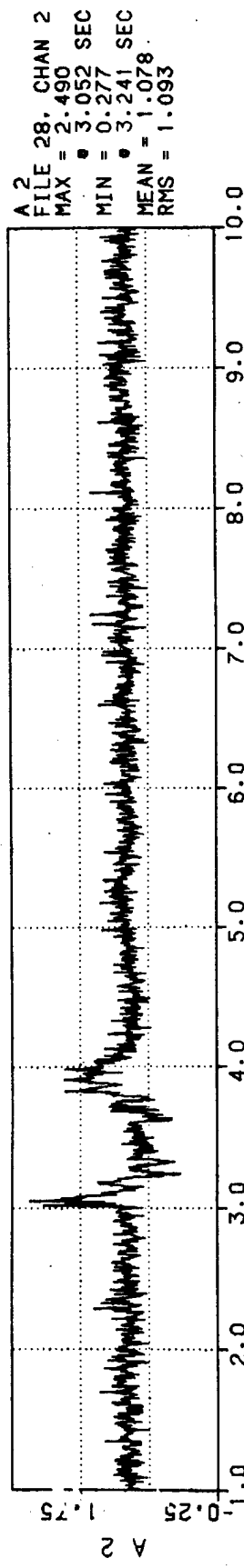
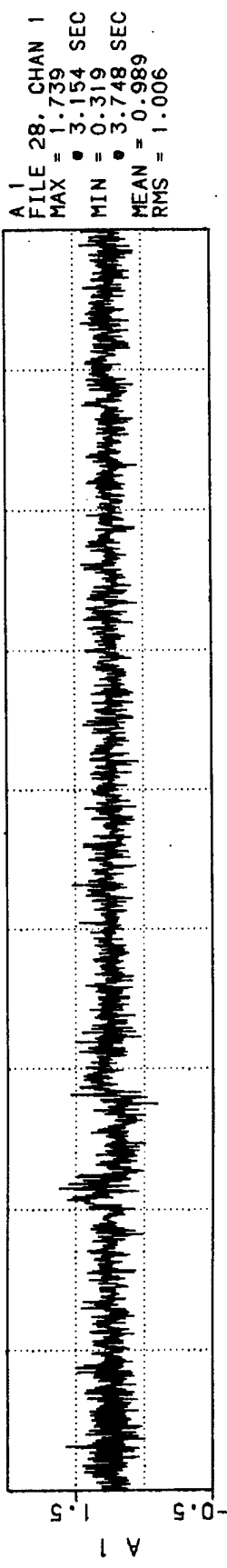
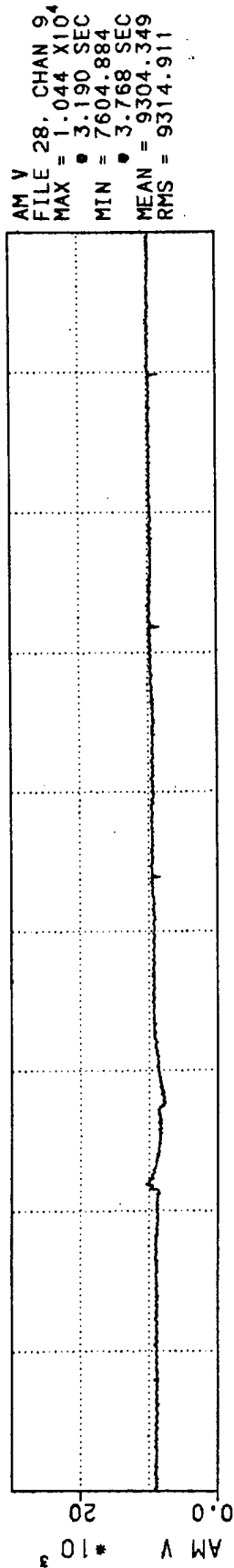
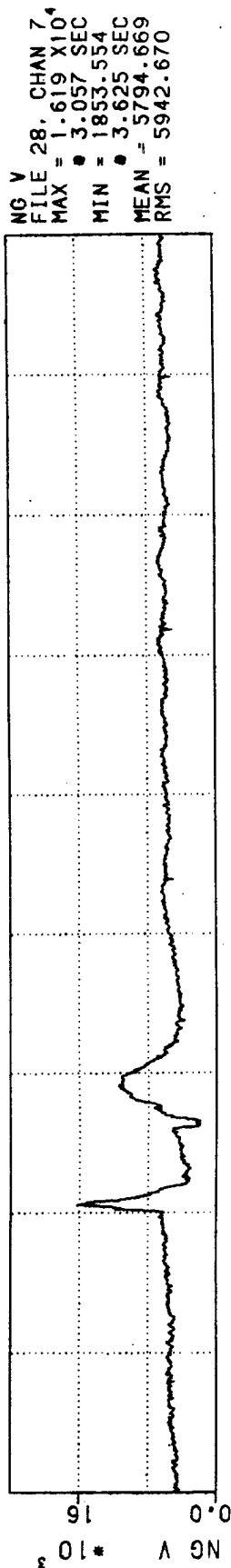
A-7D HAVE BOUNCE TEST: WHITEMAN AFB 60 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING



TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 25
PAGE NO. 6

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

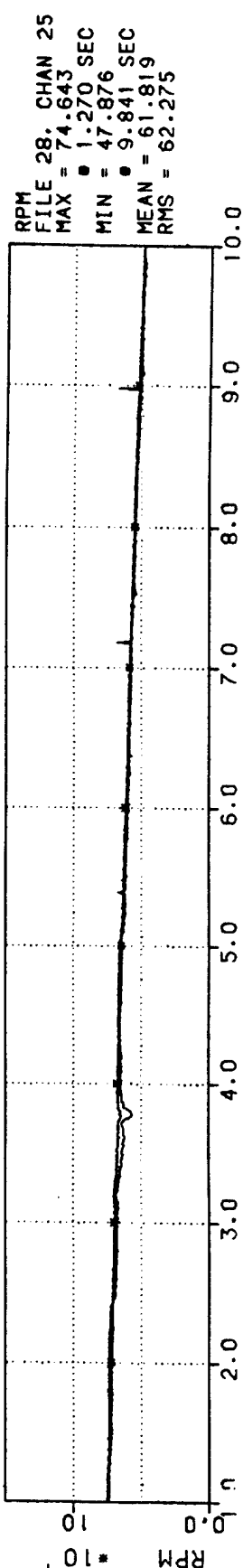
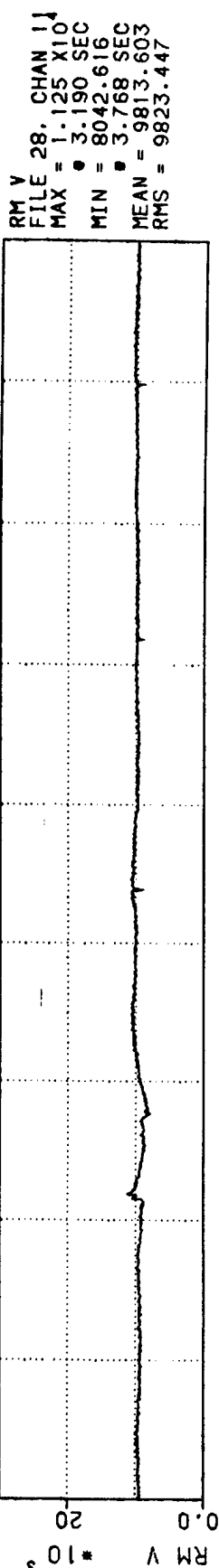
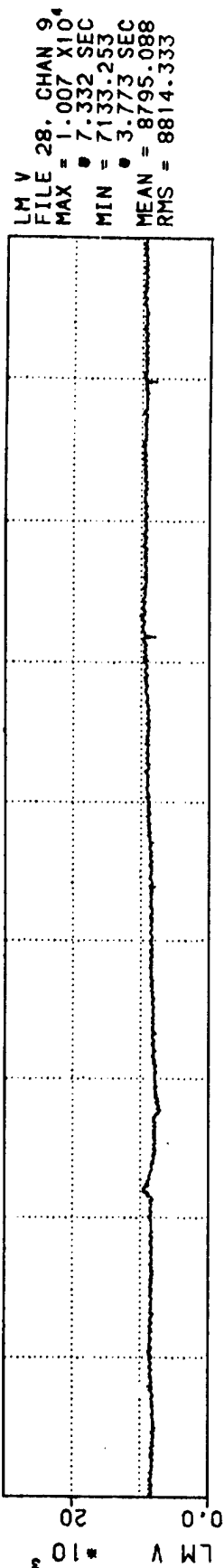
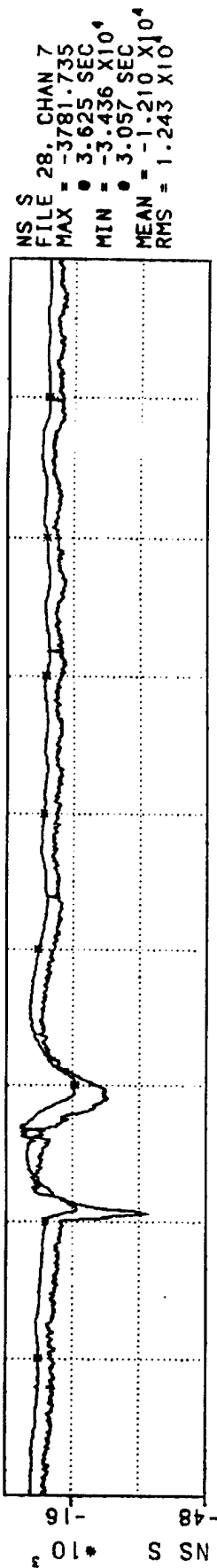
70 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING



TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 26 PAGE NO. 1

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

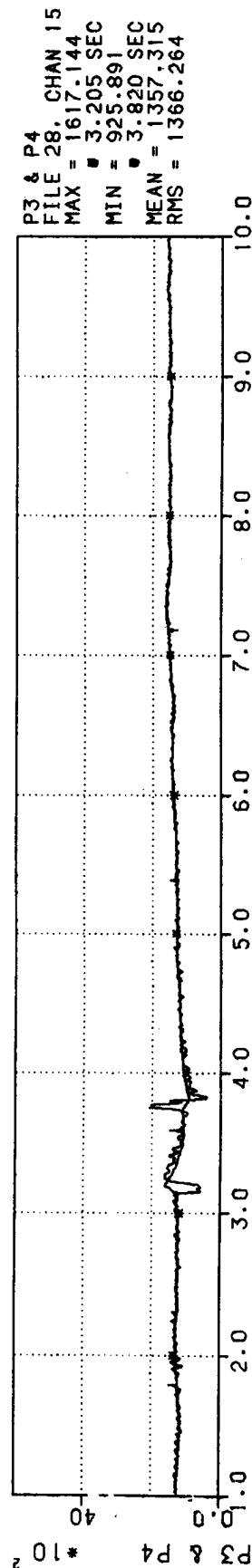
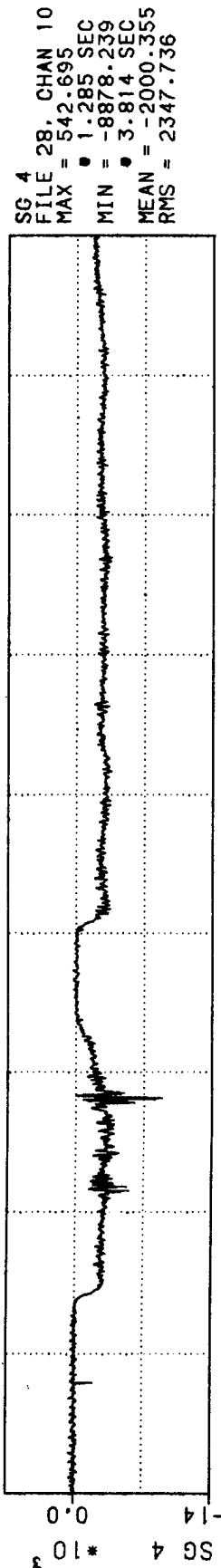
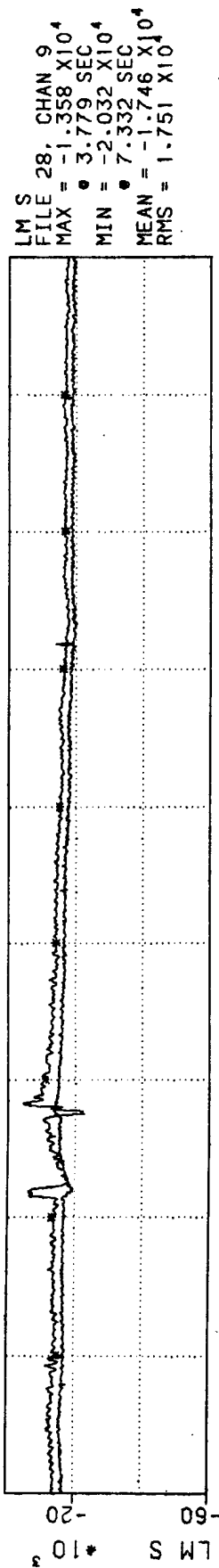
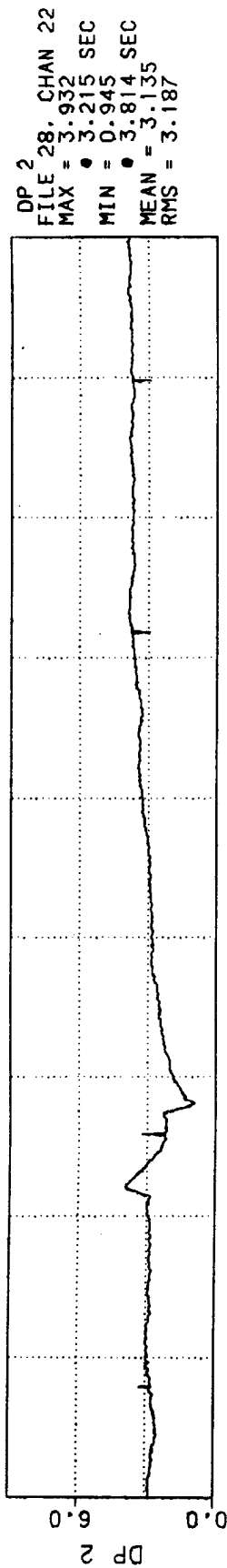
70 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING



TIME - SECONDS

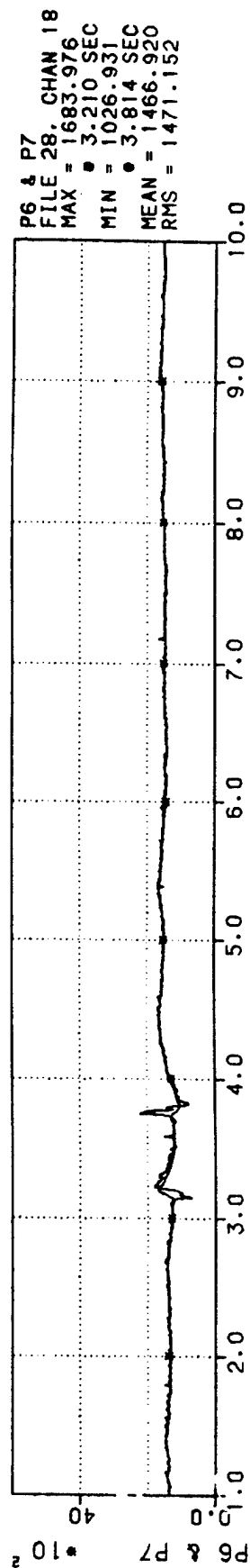
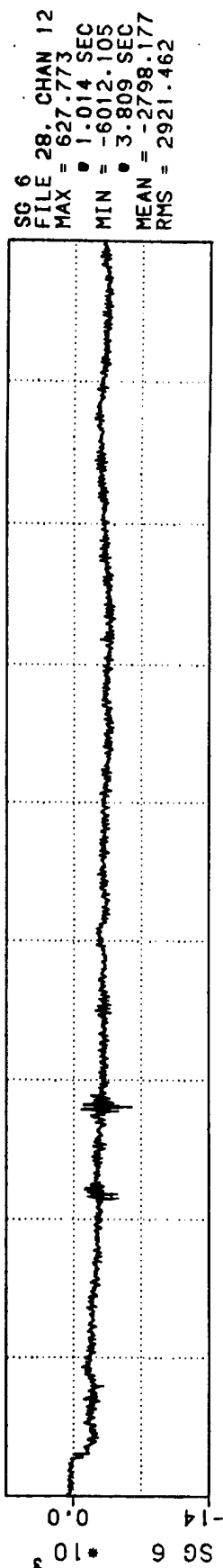
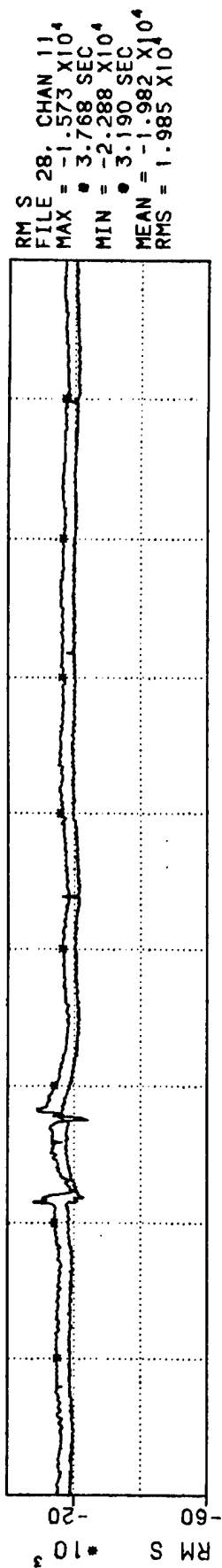
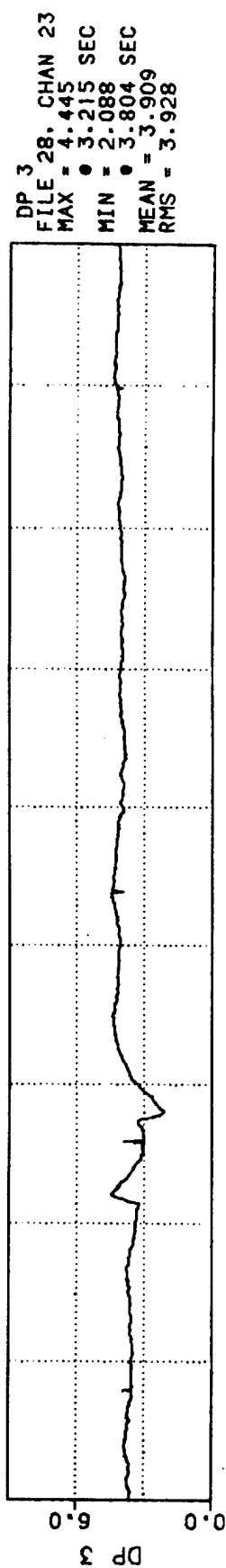
RUN NO. 26 PAGE NO. 2 DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB 70 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING



TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 26 PAGE NO. 3

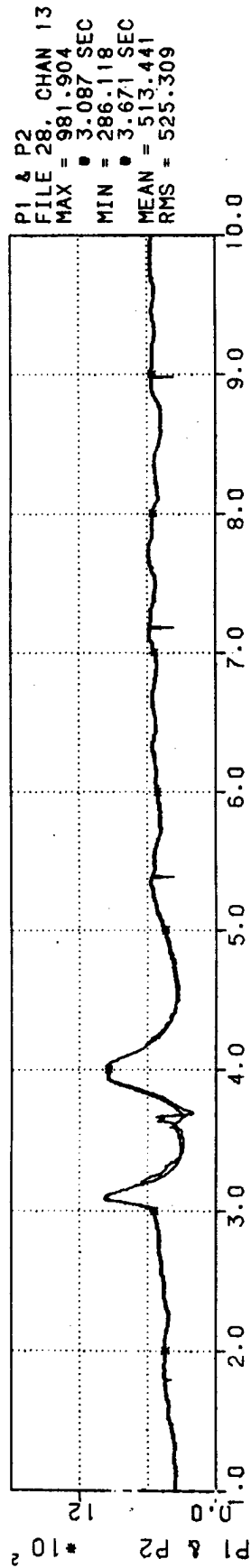
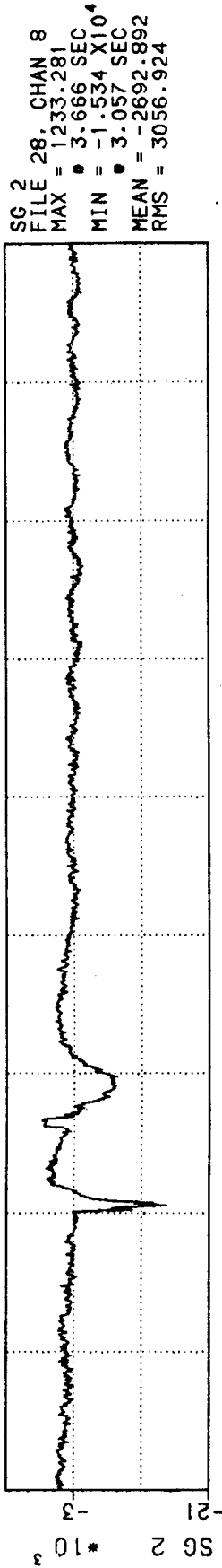
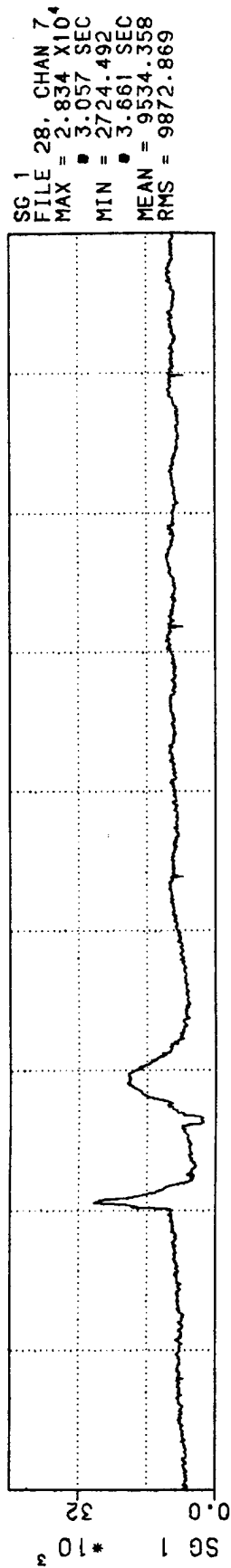
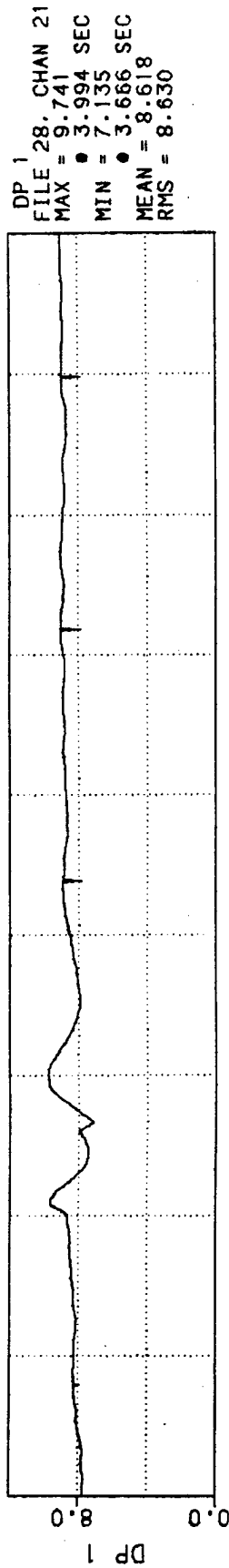
A-7D HAVE BOUNCE TEST: WHITEMAN AFB 70 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING



TIME - SECONDS
RUN NO. 26
PAGE NO. 4
DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

70 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING



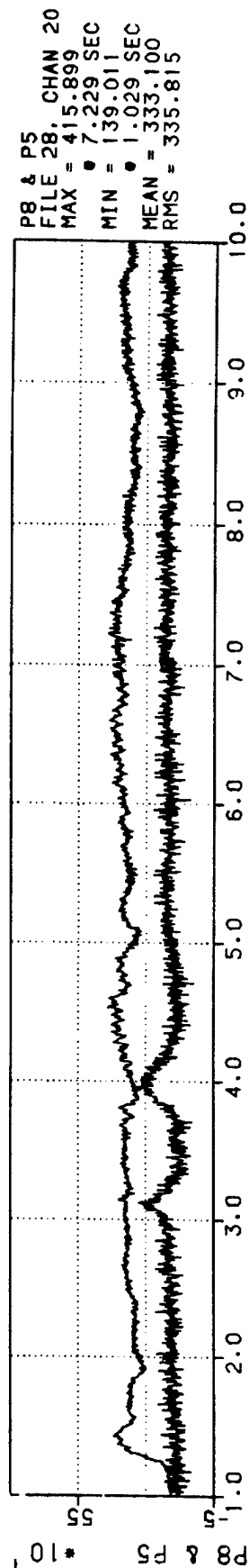
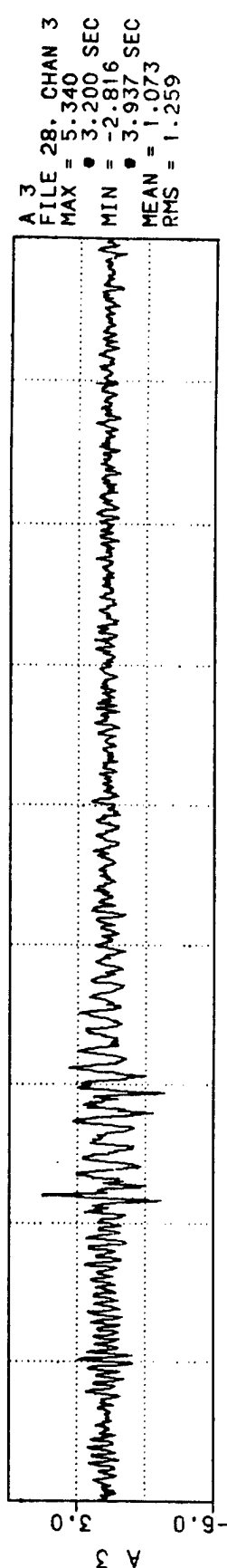
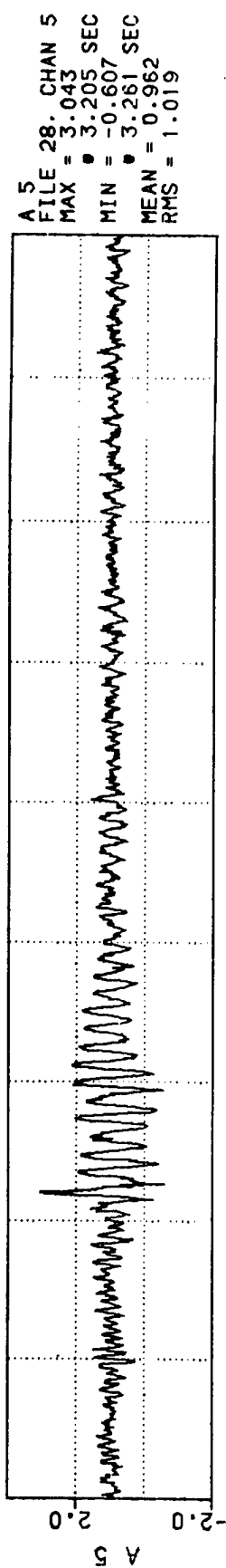
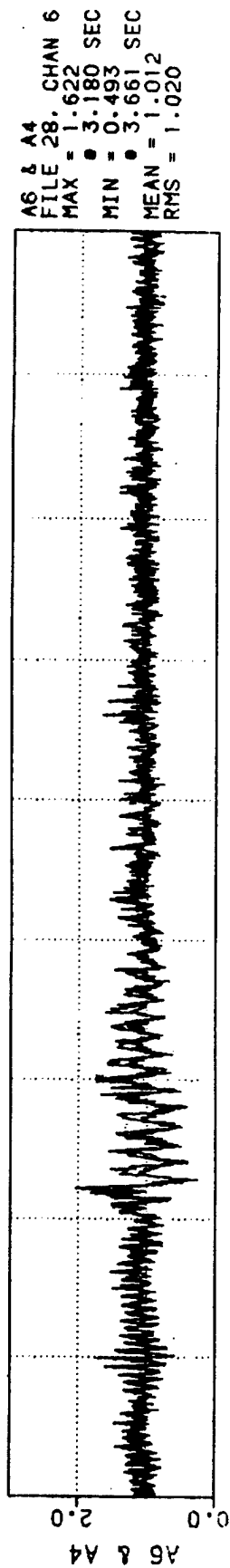
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 26 PAGE NO. 5

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

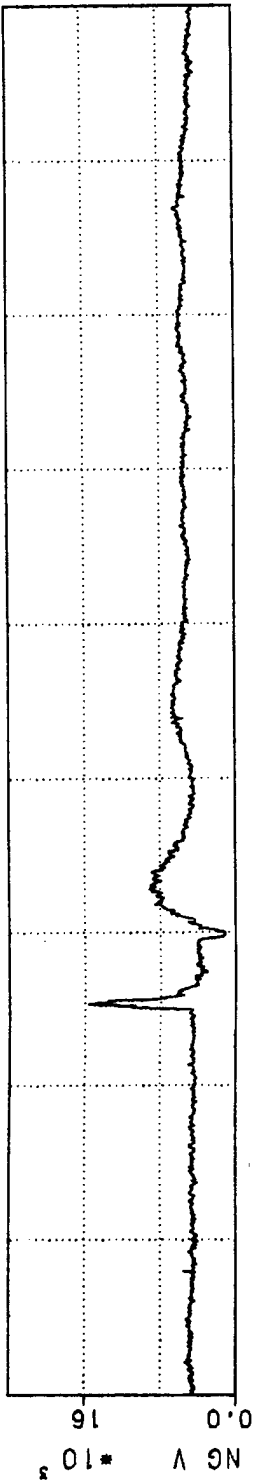
70 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING



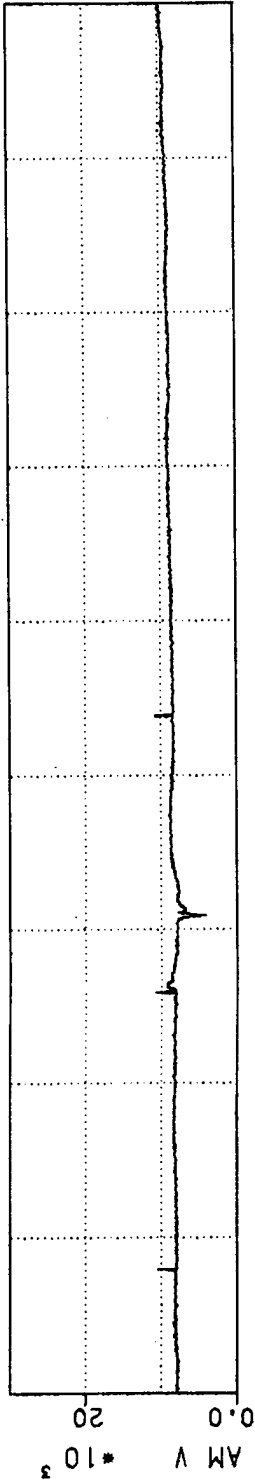
TIME - SECONDS
RUN NO. 26
PAGE NO. 6
DELTA T (NSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB 80 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING

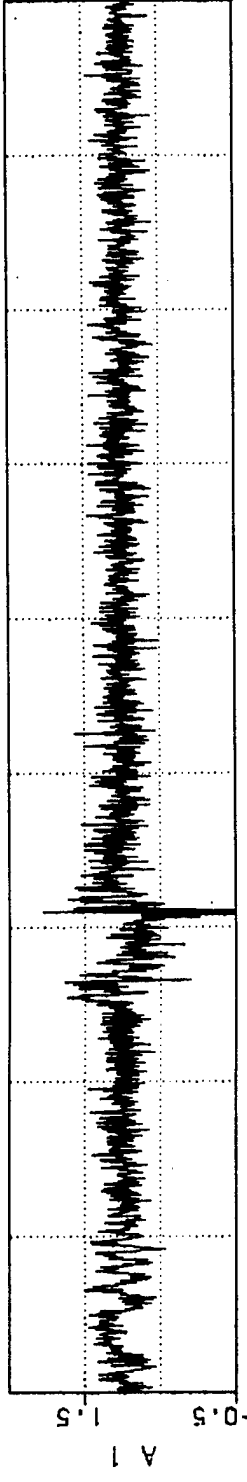
NG V
FILE 26, CHAN 7
MAX = 1.560 X10⁴
• 3.533 SEC
MIN = 1091.397
• 3.994 SEC
MEAN = 5186.609
RMS = 5296.585



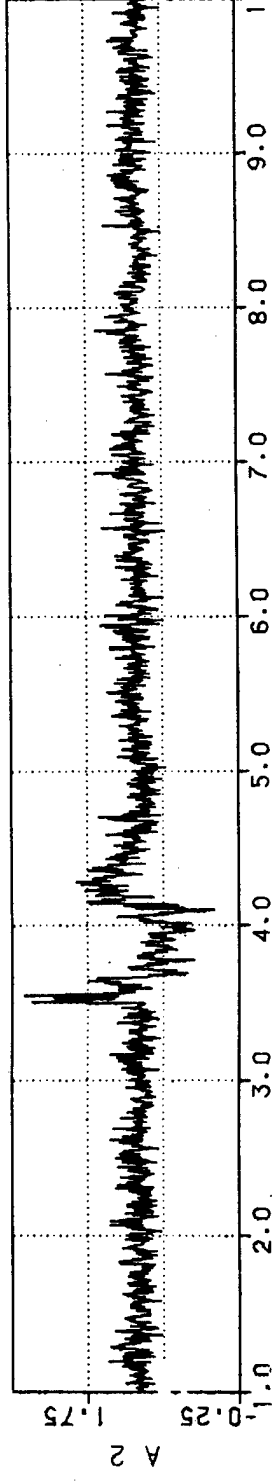
AM V
FILE 26, CHAN 9
MAX = 1.072 X10⁴
• 5.386 SEC
MIN = 4095.196
• 4.086 SEC
MEAN = 8572.718
RMS = 8589.401



A 1
FILE 26, CHAN 1
MAX = 2.050
• 4.101 SEC
MIN = -0.500
• 4.111 SEC
MEAN = 0.991
RMS = 1.014



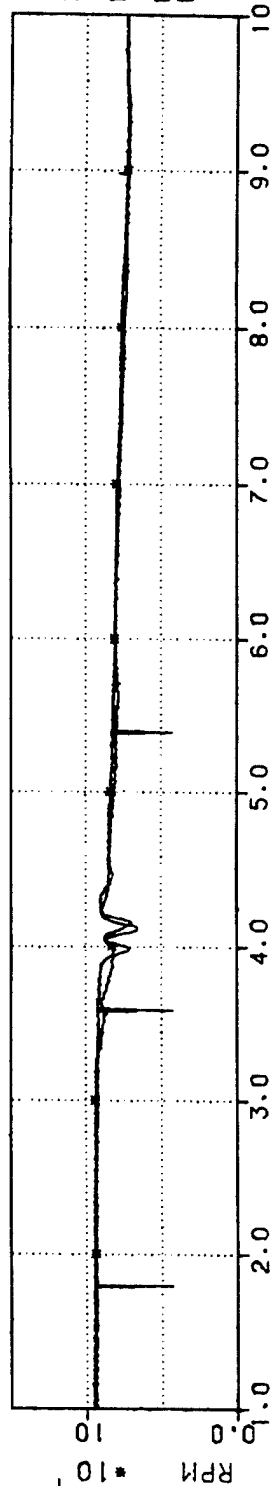
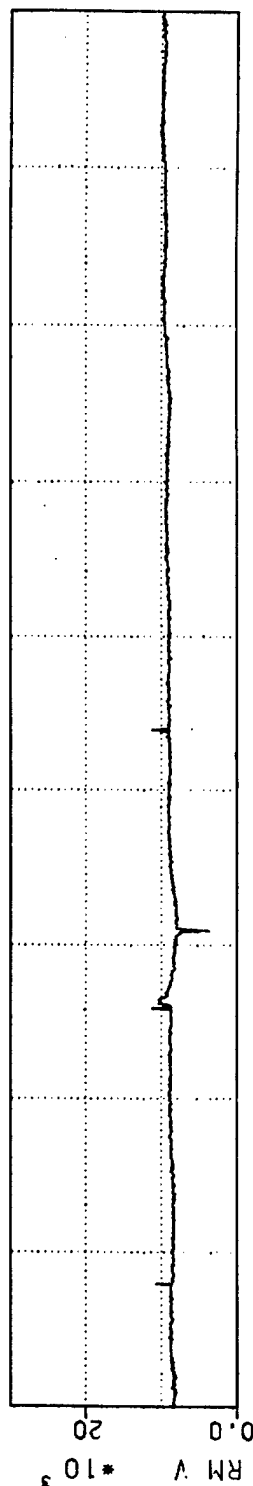
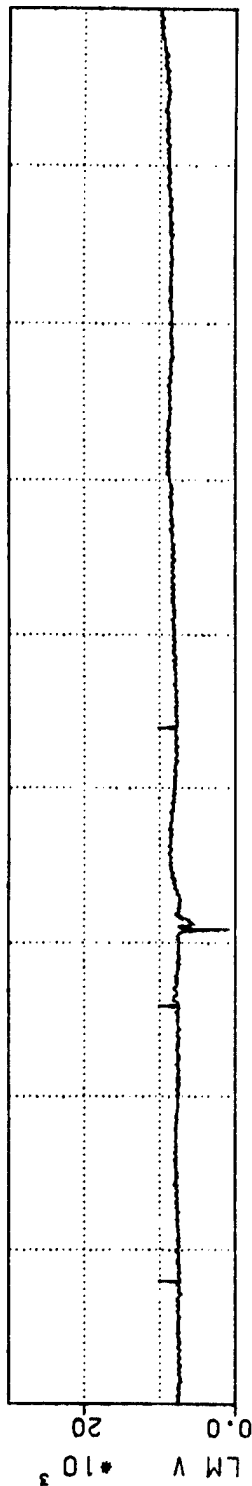
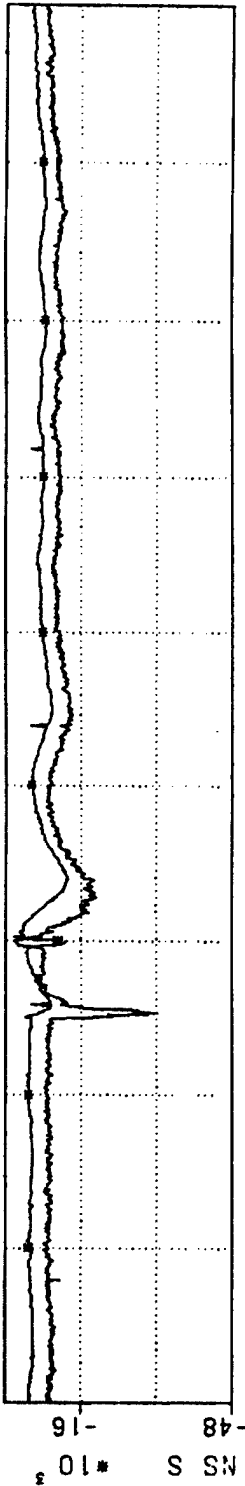
A 2
FILE 26, CHAN 2
MAX = 2.592
• 3.543 SEC
MIN = 0.079
• 4.101 SEC
MEAN = 1.092
RMS = 1.108



TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 27 PAGE NO. 1

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

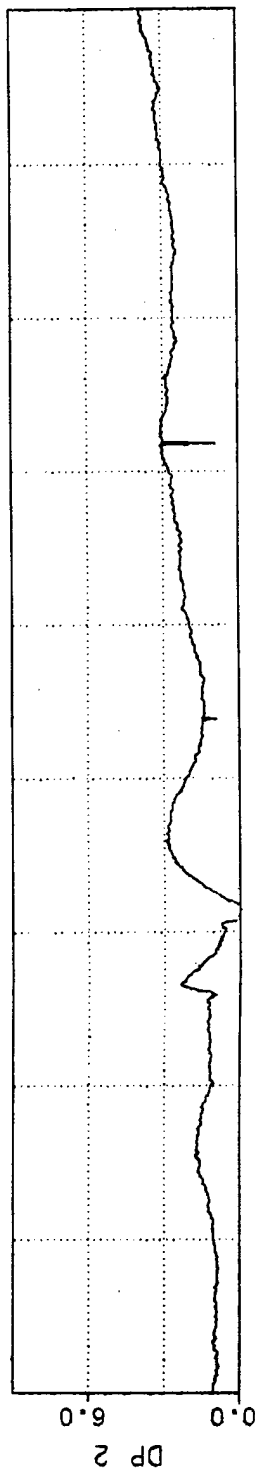
80 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING



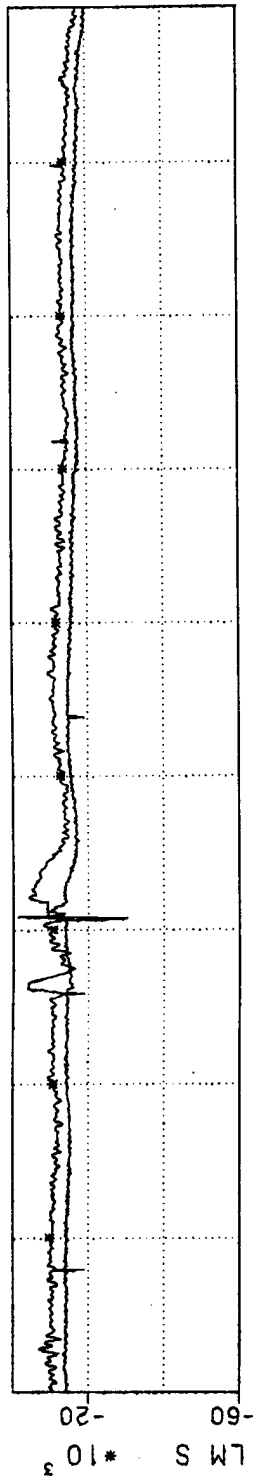
TIME - SECONDS
RUN NO. 27
PAGE NO. 2
DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

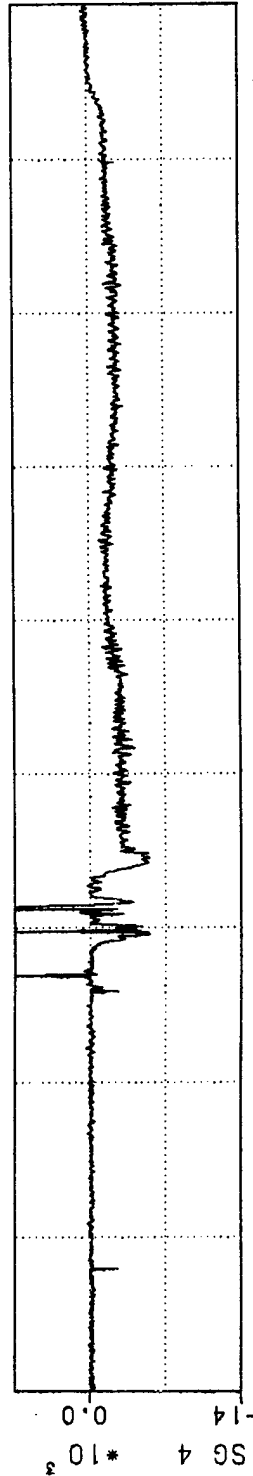
80 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING



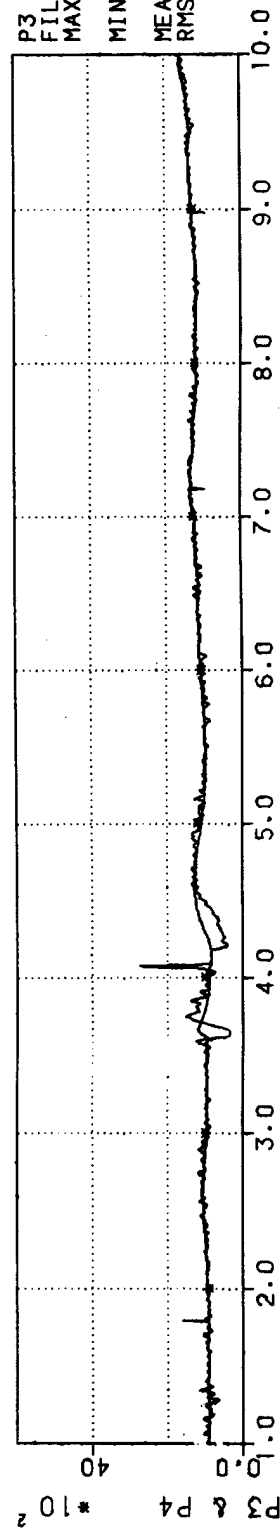
DP 2
FILE 26, CHAN 22
MAX = 3.850
MIN = 0.000 X10⁻¹⁰¹
MEAN = 2.026
RMS = 2.196



LM S
FILE 26, CHAN 9
MAX = -1472.508
MIN = -2.014 X10⁴
MEAN = -1.573 X10⁴
RMS = 1.580 X10⁴



SG 4
FILE 26, CHAN 10
MAX = 7000.000
MIN = -5618.135
MEAN = -1390.294
RMS = 1917.757

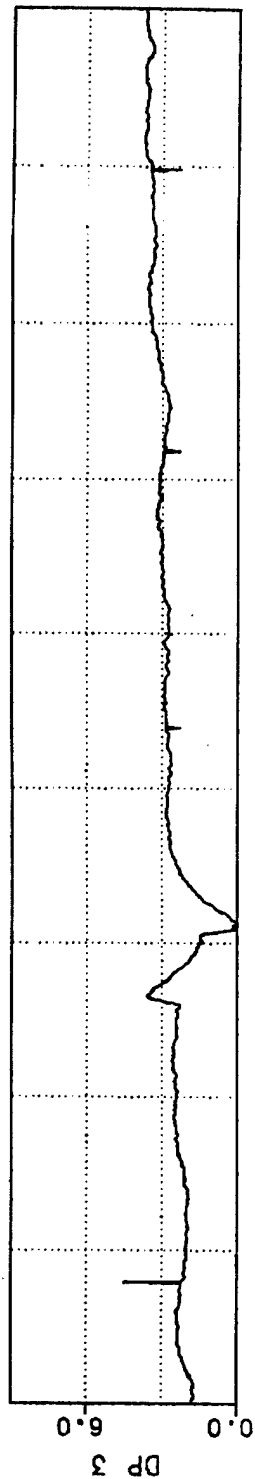


P3 & P4
FILE 26, CHAN 15
MAX = 1617.144
MIN = 812.310
MEAN = 1120.902
RMS = 1133.430

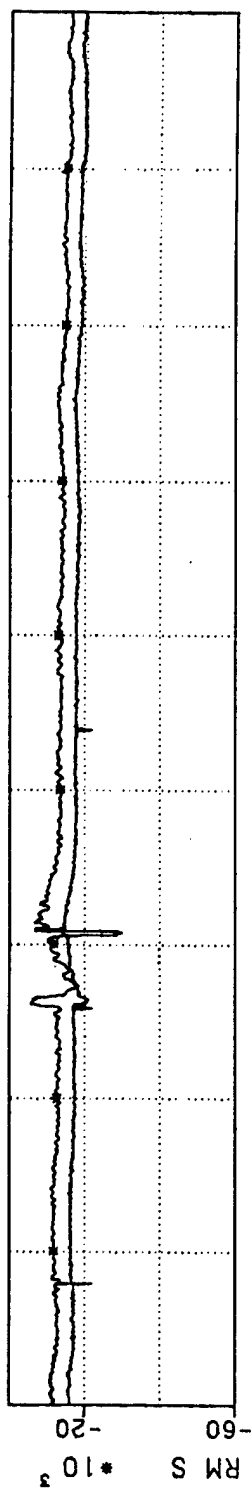
TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 27 PAGE NO. 3

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

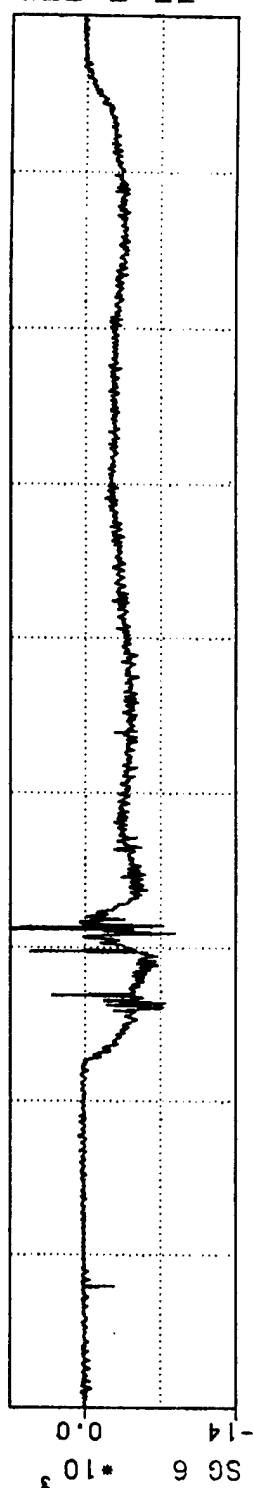
80 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING



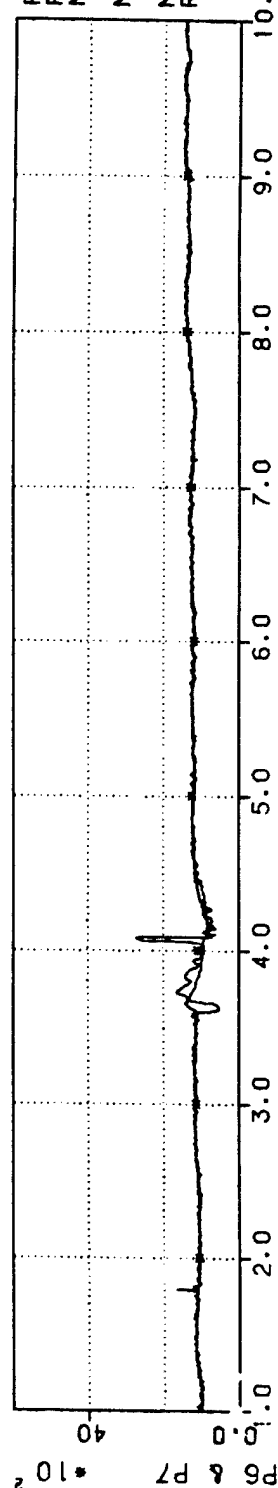
DP 3
FILE 26, CHAN 23
MAX = 4.489
MIN = 1.792 SEC
MEAN = 6.517 X10⁻³
RMS = 4.096 SEC
RMS = 2.811



RM S
FILE 26, CHAN 11
MAX = -6854.195
MIN = 4.096 SEC
MEAN = -2.198 X10⁴
RMS = 5.386 SEC
RMS = -1.770 X10⁴
RMS = 1.775 X10⁴



SG 6
FILE 26, CHAN 12
MAX = 7000.000
MIN = 4.122 SEC
MEAN = -8401.456
RMS = 4.096 SEC
RMS = -2289.671
RMS = 2935.095



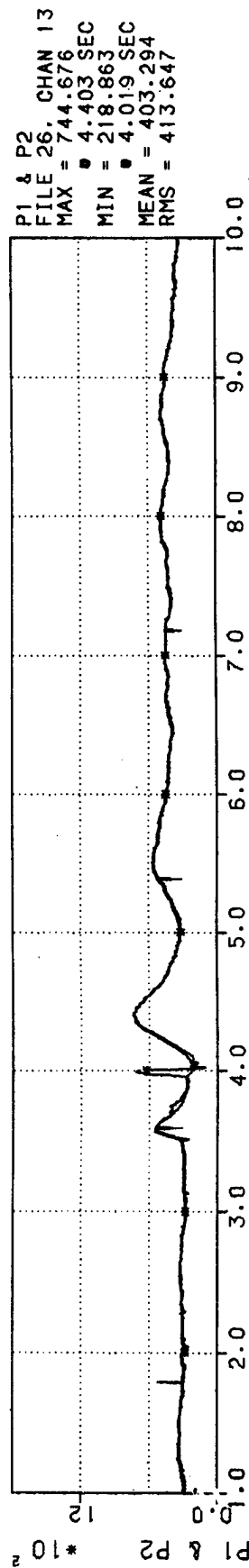
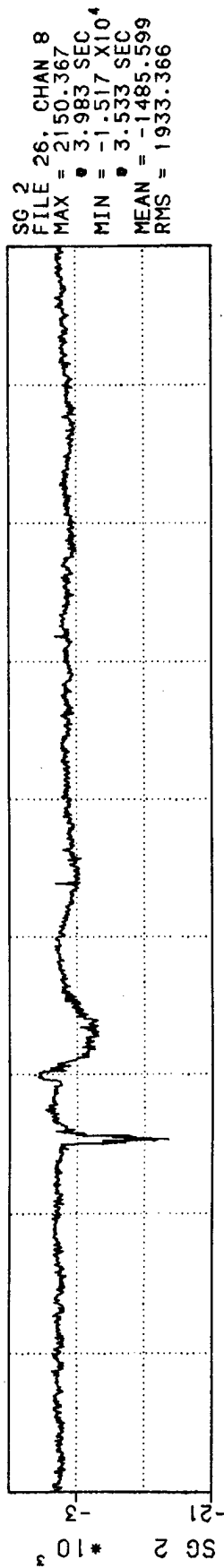
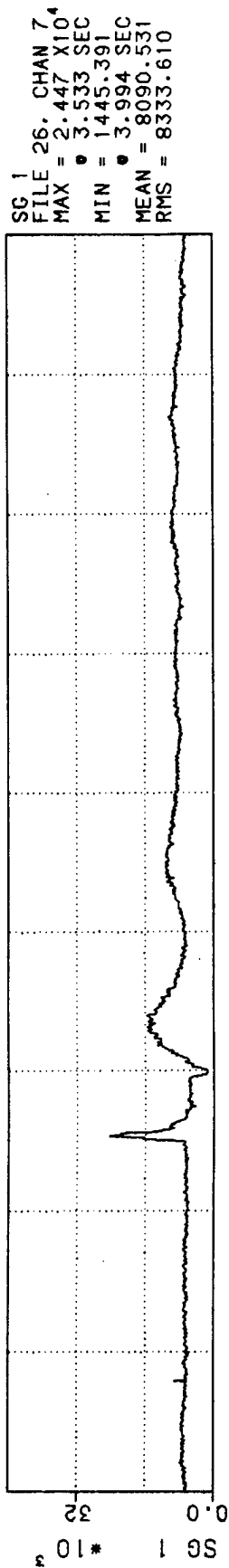
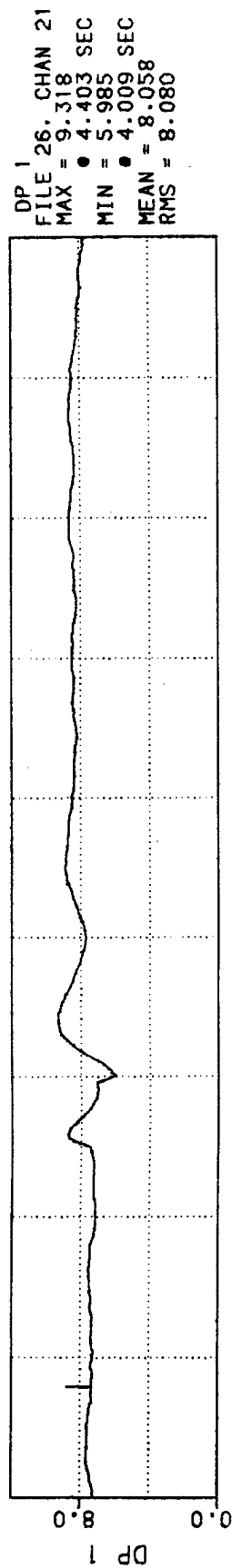
P6 & P7
FILE 26, CHAN 18
MAX = 1476.745
MIN = 9.185 SEC
MEAN = 801.415
RMS = 4.137 SEC
RMS = 1214.951
RMS = 1222.076

TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 27 PAGE NO. 4

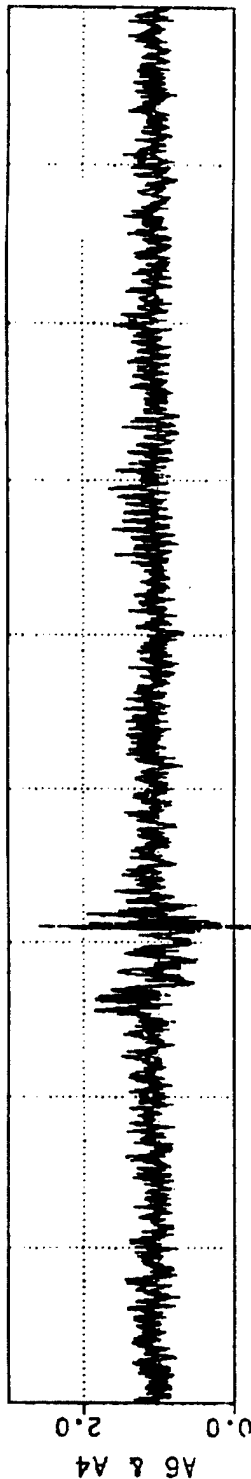
A-7D HAVE BOUNCE TEST: WHITEMAN AFB 80 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING



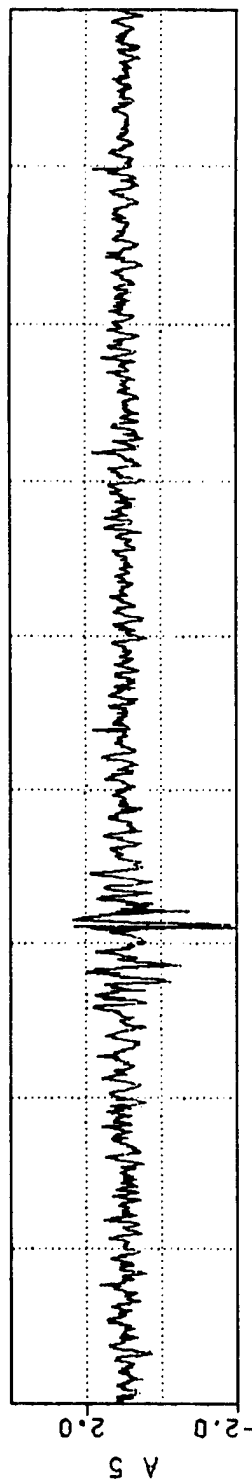
TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 27 PAGE NO. 5

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

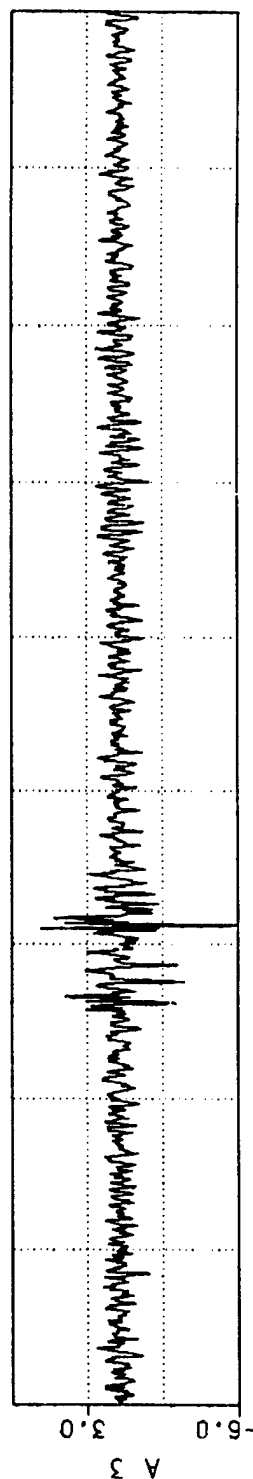
80 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING



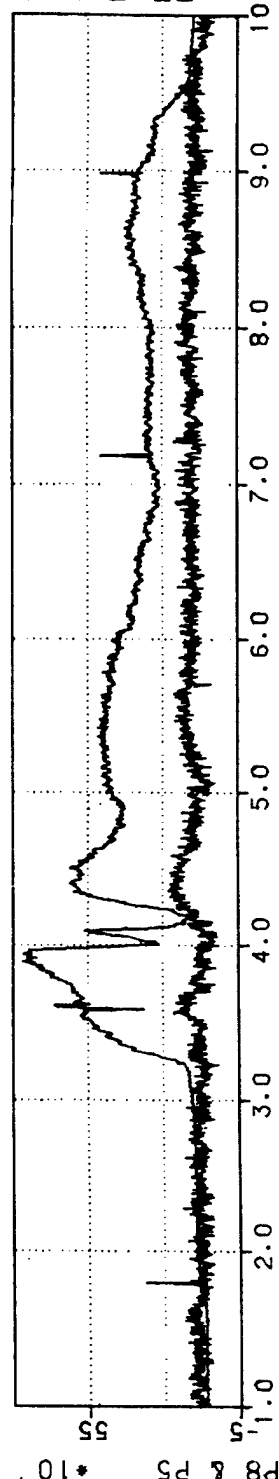
A6 & A4
FILE 26, CHAN 6
MAX = 2.591
MIN = 0.000 X10⁻¹⁰¹
MEAN = 1.012
RMS = 1.023



A 5
FILE 26, CHAN 5
MAX = 2.319
MIN = 4.152 SEC
MEAN = -2.000
RMS = 0.963



A 3
FILE 26, CHAN 3
MAX = 5.778
MIN = 4.101 SEC
MEAN = -6.000
RMS = 1.072



P8 & P5
FILE 26, CHAN 20
MAX = 812.324
MIN = 3.896 SEC
MEAN = 80.462
RMS = 308.958

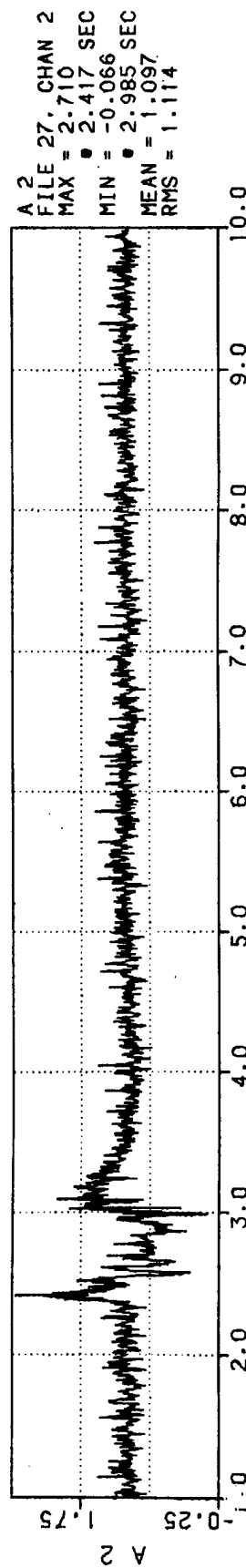
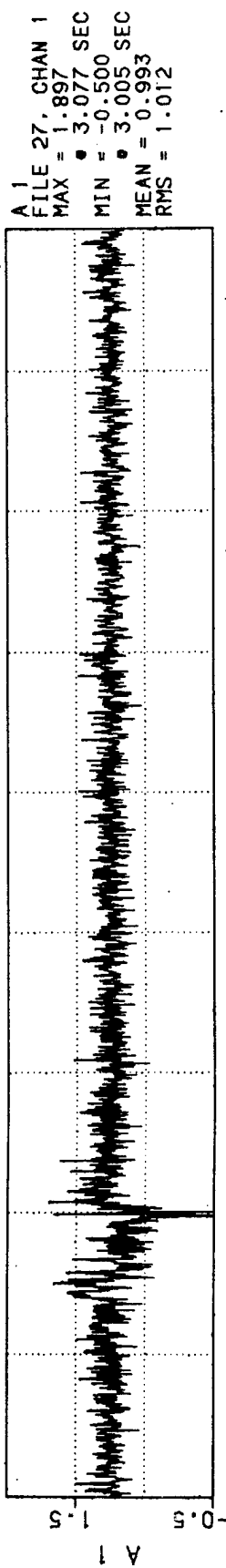
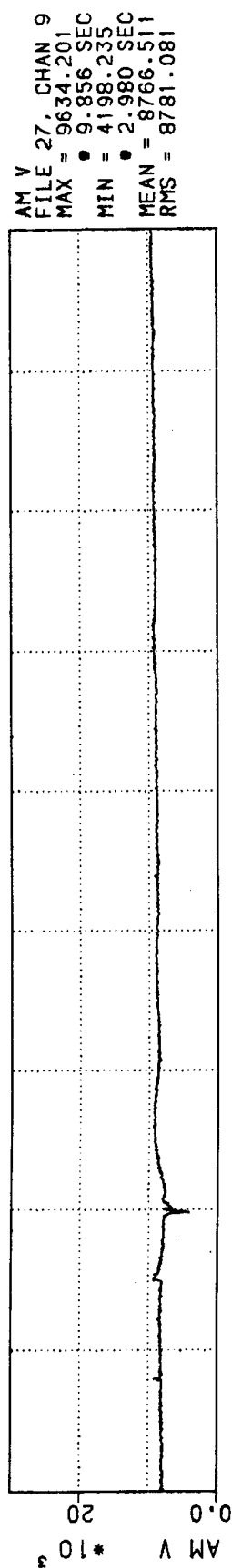
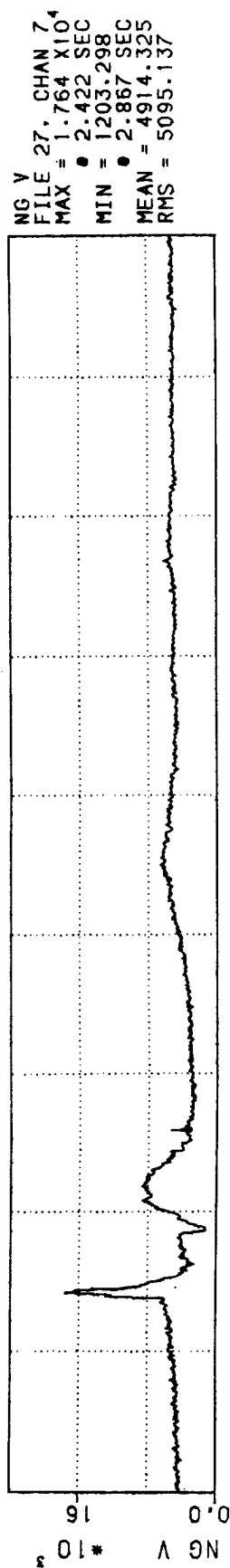
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 27 PAGE NO. 6

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

90 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING



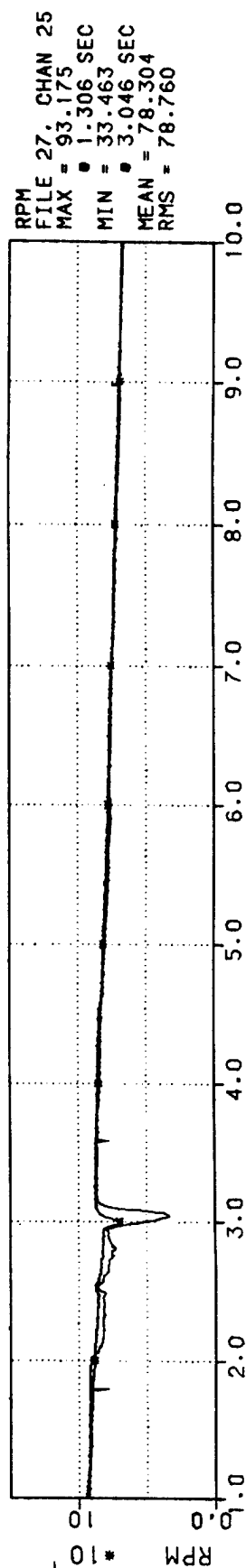
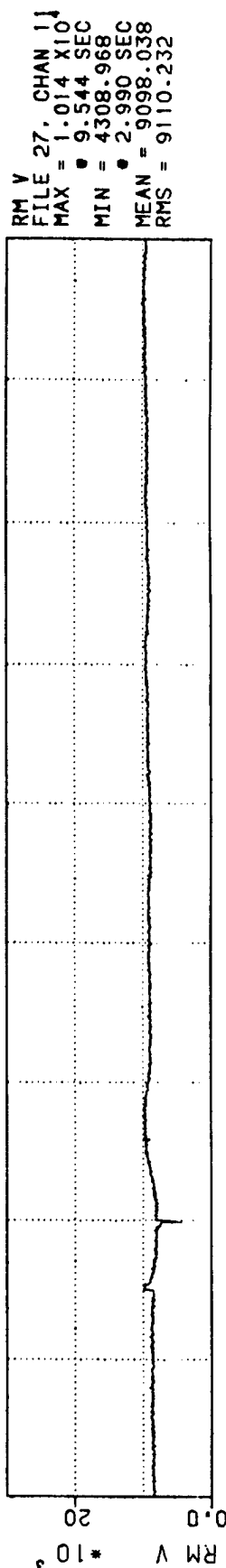
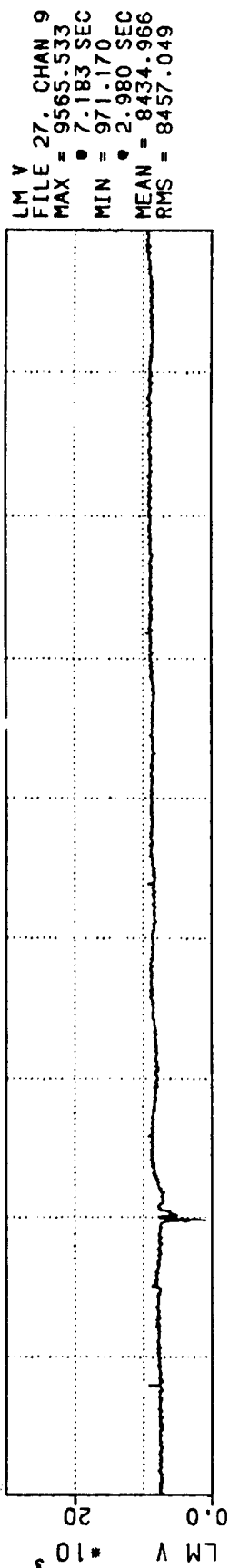
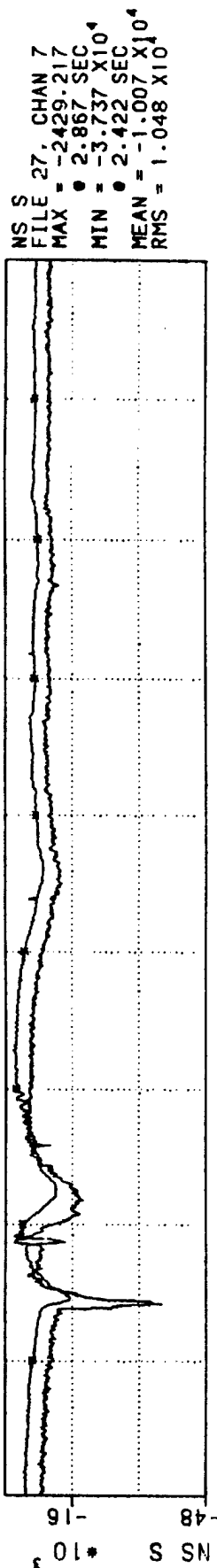
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 28 PAGE NO. 1

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

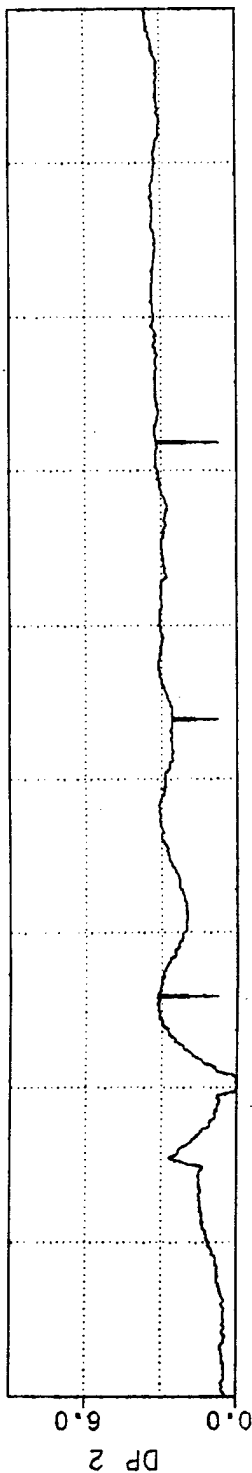
90 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING



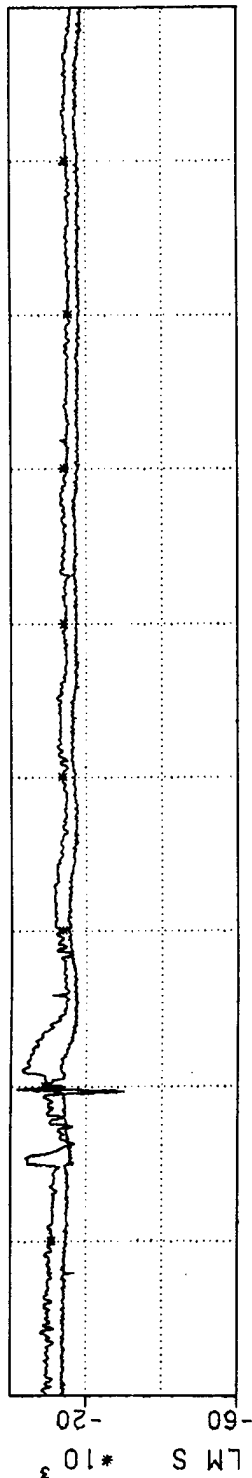
TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 28 PAGE NO. 2

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

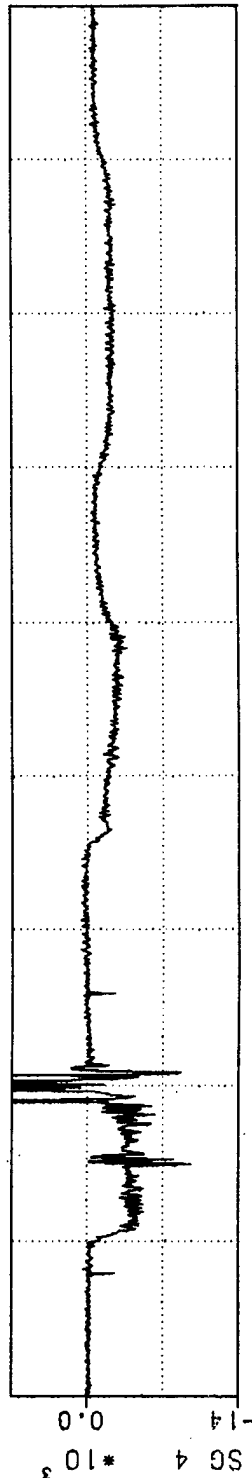
90 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING



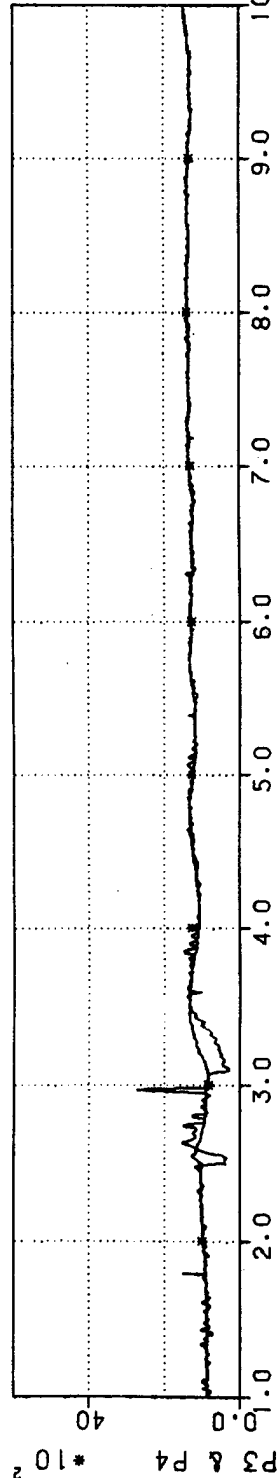
OP 2
FILE 27, CHAN 22
MAX = 3.597
MIN = 0.000 X10⁻¹⁰¹
MEAN = 2.486
RMS = 2.665



LM S
FILE 27, CHAN 9
MAX = -1767.914
MIN = -1.902 X10⁴
MEAN = -1.649 X10⁴
RMS = 1.656 X10⁴



SG 4
FILE 27, CHAN 10
MAX = 7000.000
MIN = -9622.672
MEAN = -1420.677
RMS = 2071.140



P3 & P4
FILE 27, CHAN 15
MAX = 1507.228
MIN = 818.417
MEAN = 1207.511
RMS = 1219.378

TIME - SECONDS

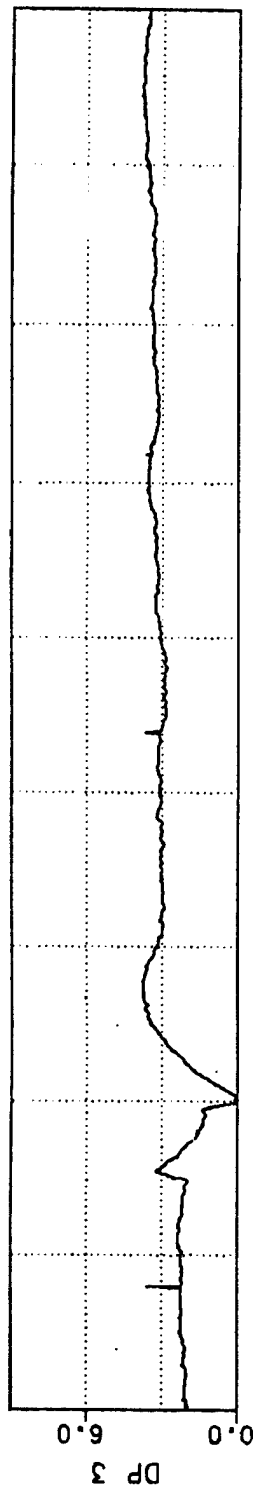
DELTA T (MSEC) = 5.120

RUN NO. 28

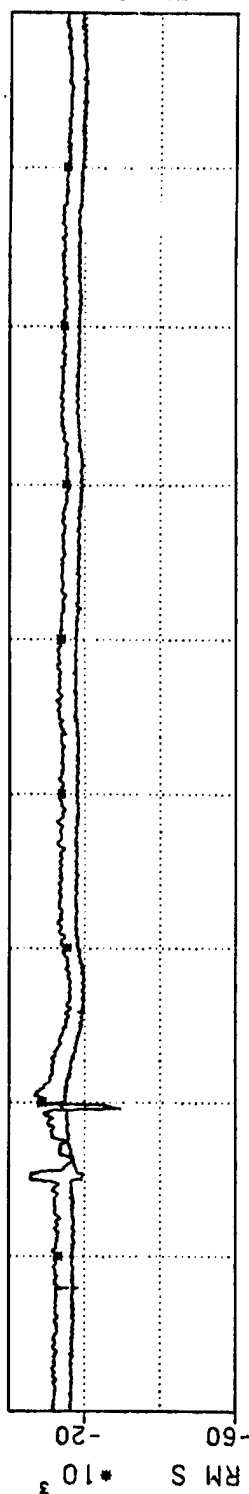
PAGE NO. 3

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

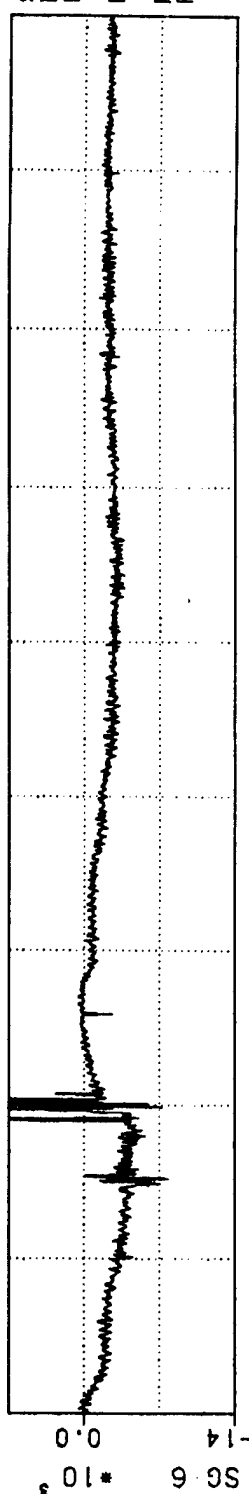
90 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING



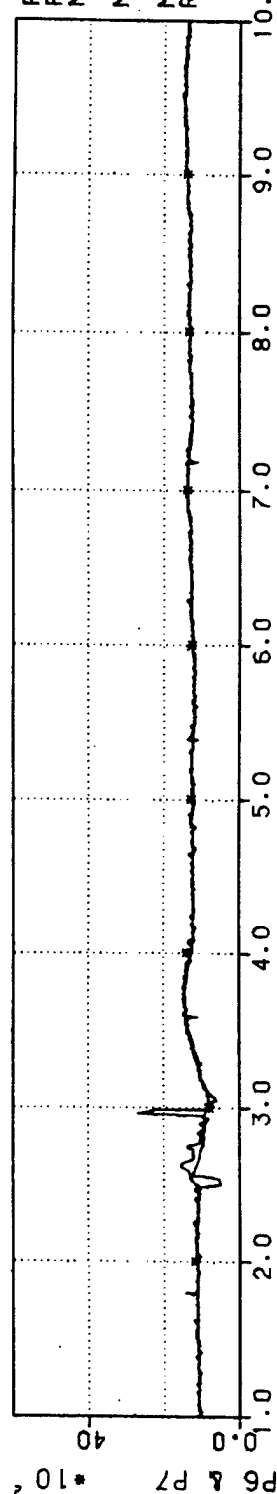
DP 3
FILE 27, CHAN 23
MAX = 3.845
MIN = 0.014
MEAN = 2.967
RMS = 3.045



RM S
FILE 27, CHAN 11
MAX = -7862.383
MIN = -2.041 X 10⁴
MEAN = -1.798 X 10⁴
RMS = 1.802 X 10⁴



SG 6
FILE 27, CHAN 12
MAX = 7000.000
MIN = -7772.680
MEAN = -2107.430
RMS = 2466.116



P6 & P7
FILE 27, CHAN 18
MAX = 1480.402
MIN = 805.072
MEAN = 1246.122
RMS = 1253.028

TIME - SECONDS

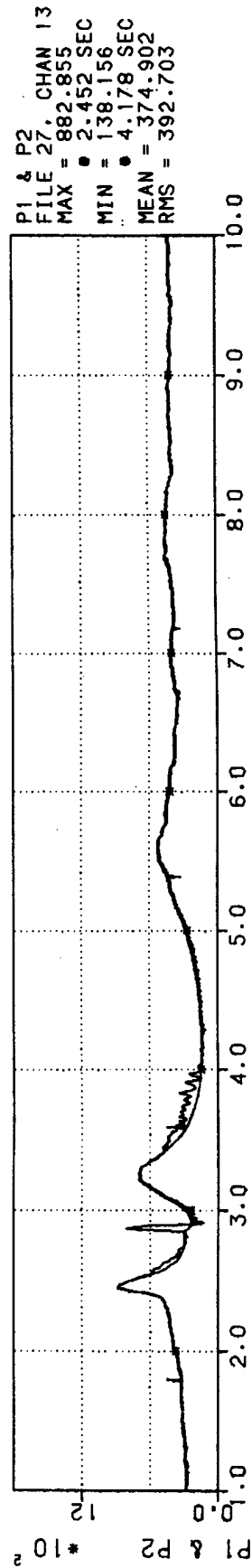
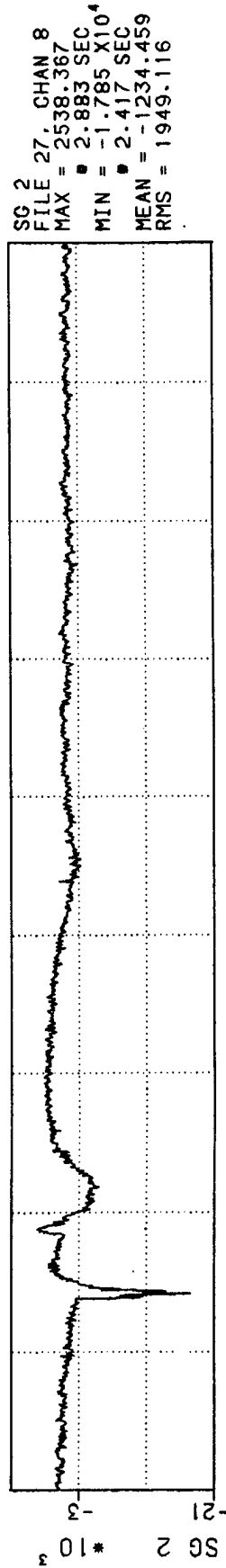
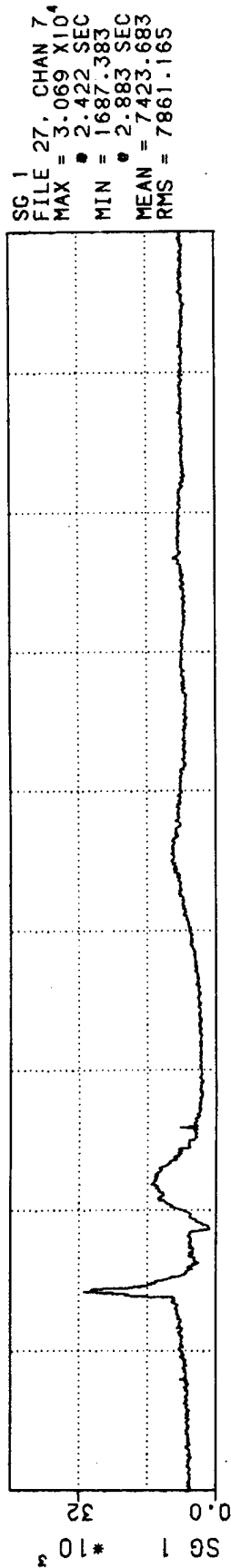
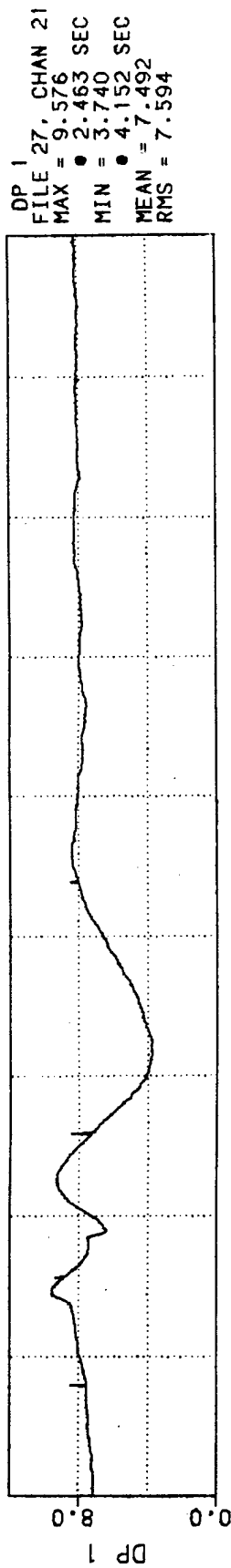
DELTA T (MSEC) = 5.120

RUN NO. 28

PAGE NO. 4

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

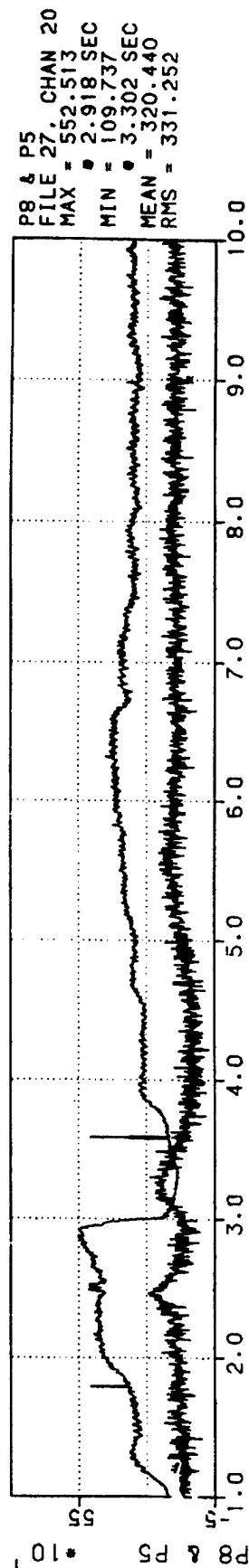
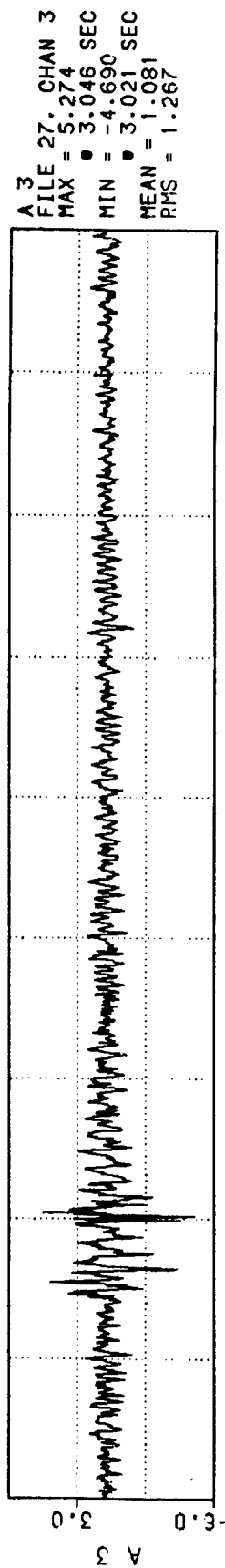
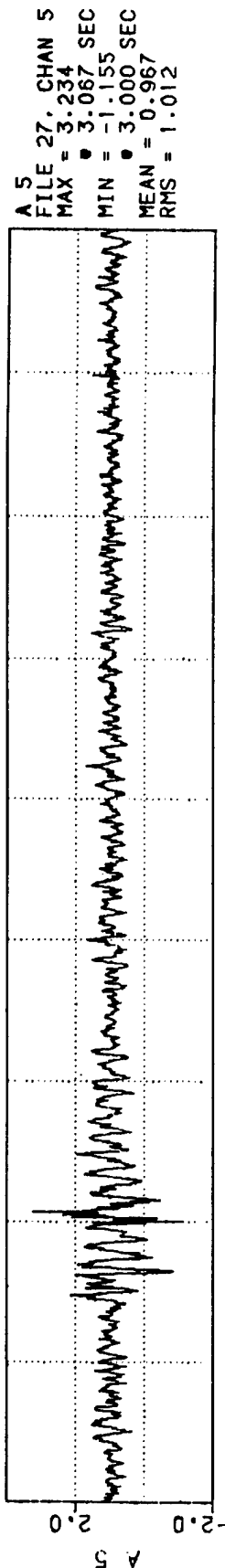
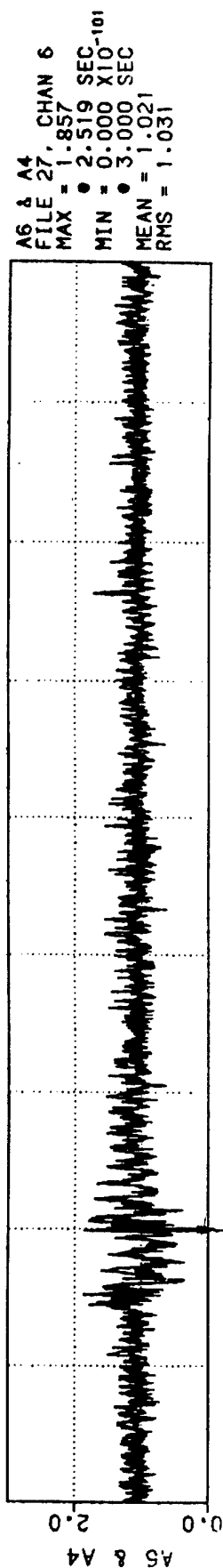
90 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING



TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 28 PAGE NO. 5

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

90 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING



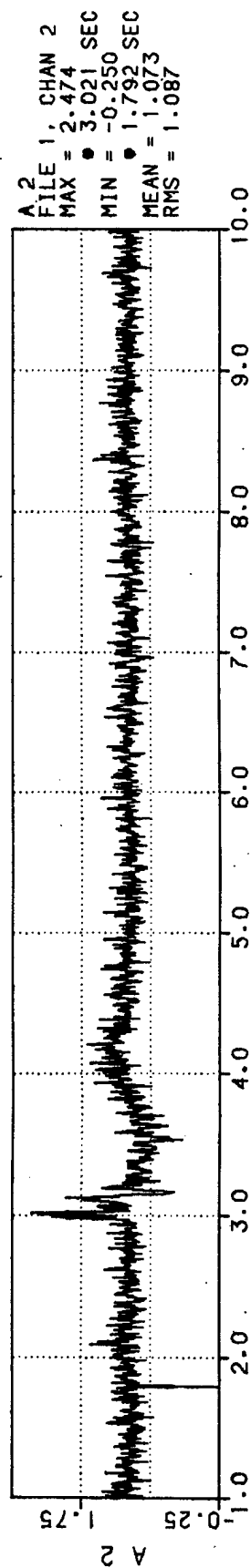
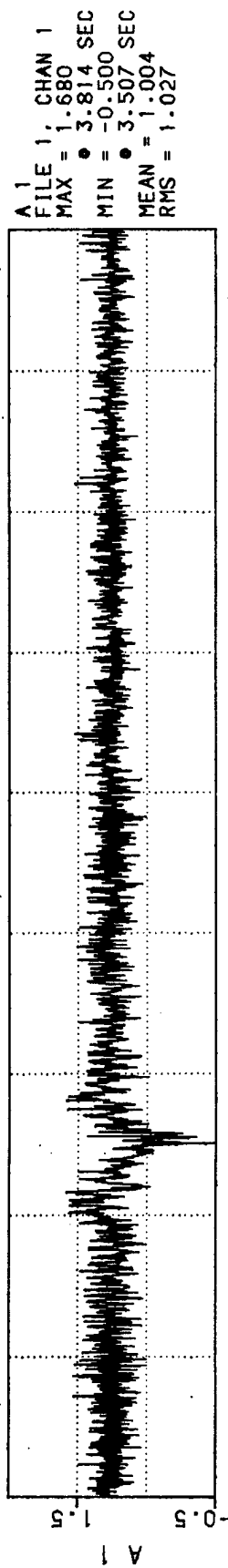
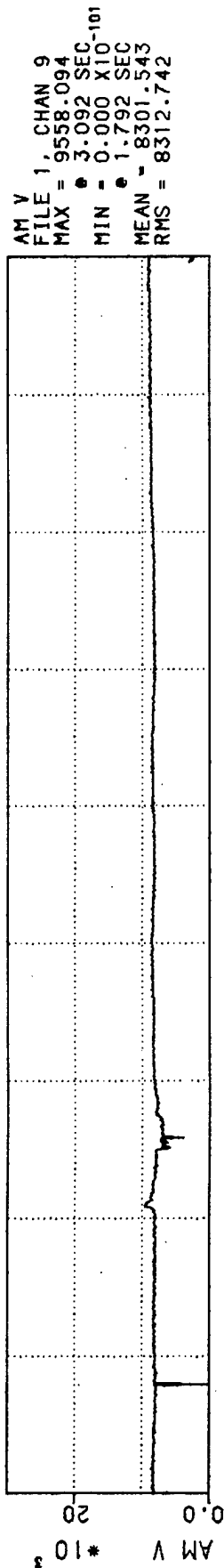
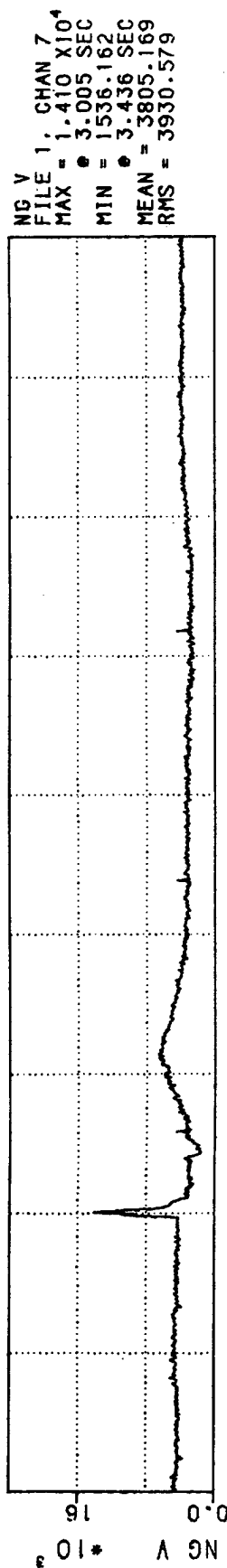
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 28 PAGE NO. 6

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

100 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING



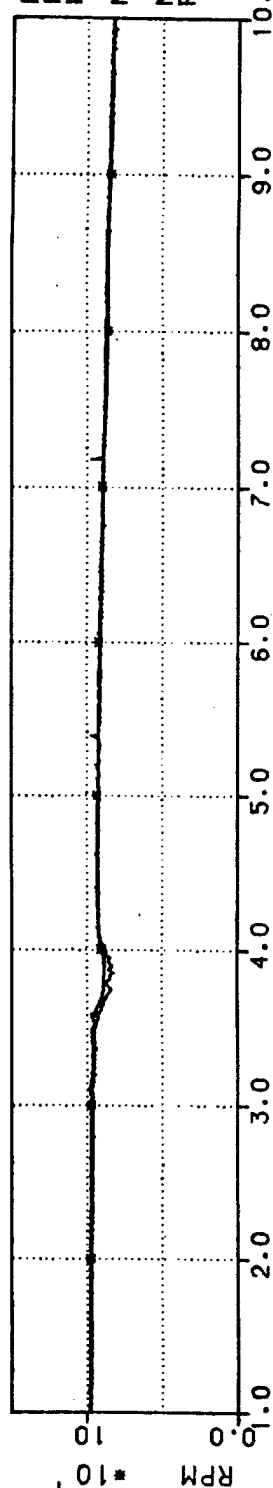
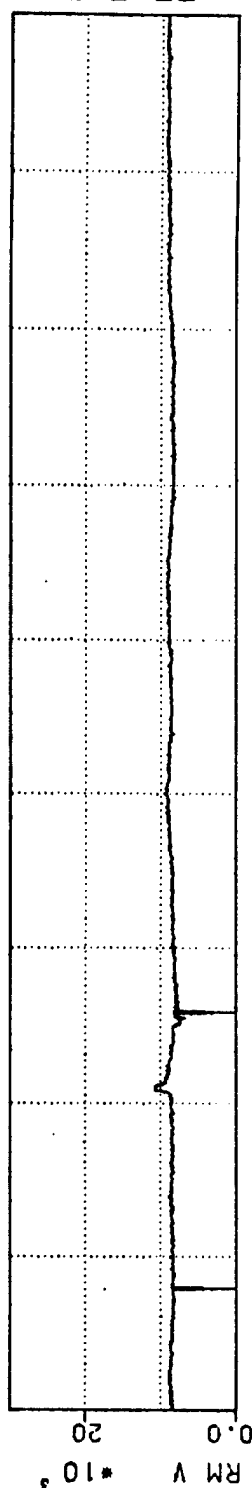
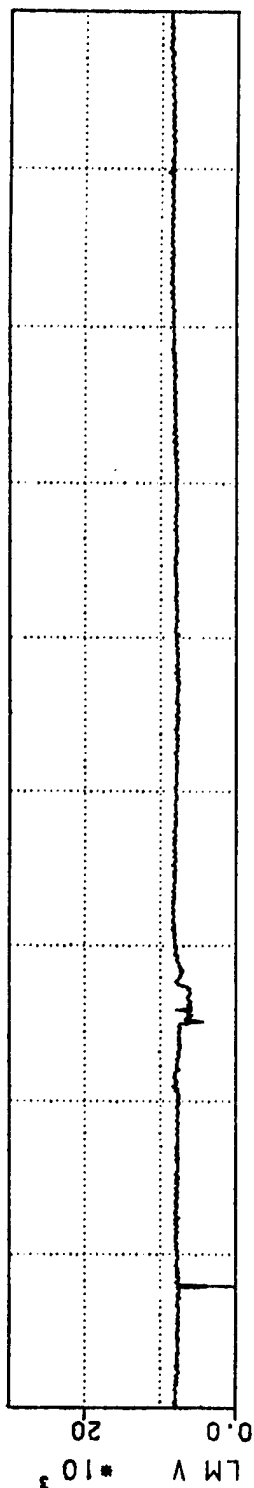
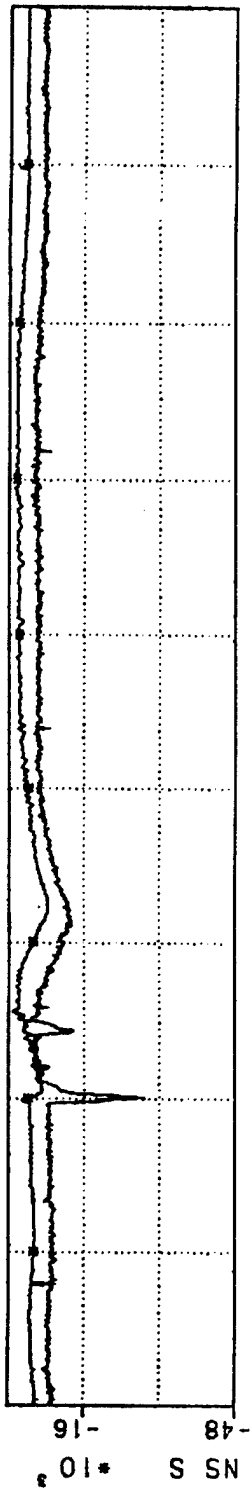
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 29 PAGE NO. 1

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

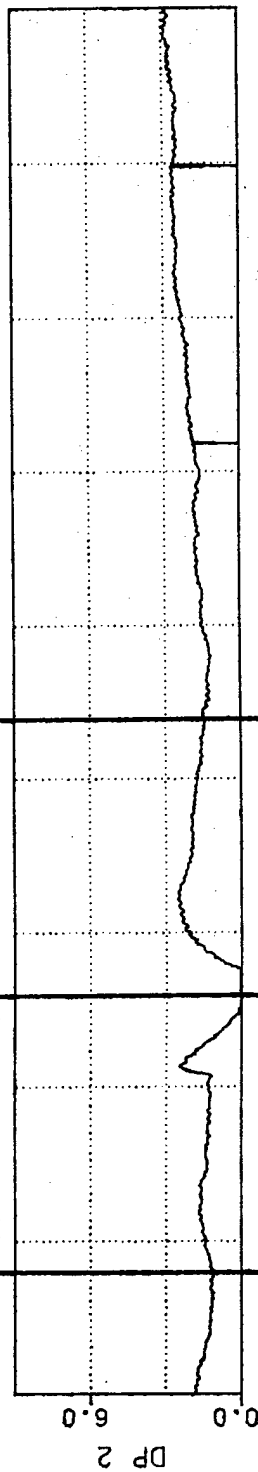
100 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING



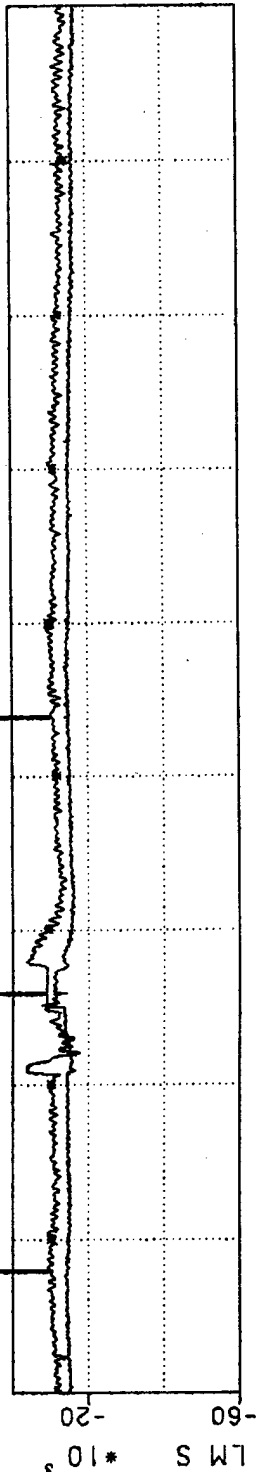
TIME - SECONDS
RUN NO. 29
PAGE NO. 2
DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

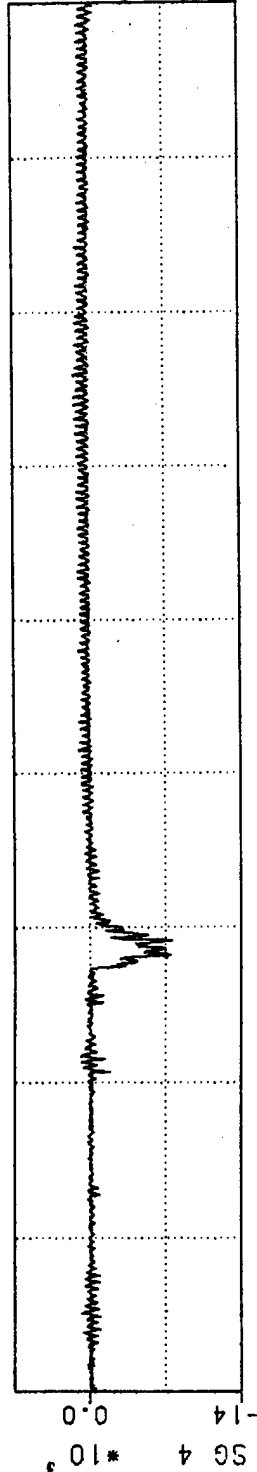
100 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING



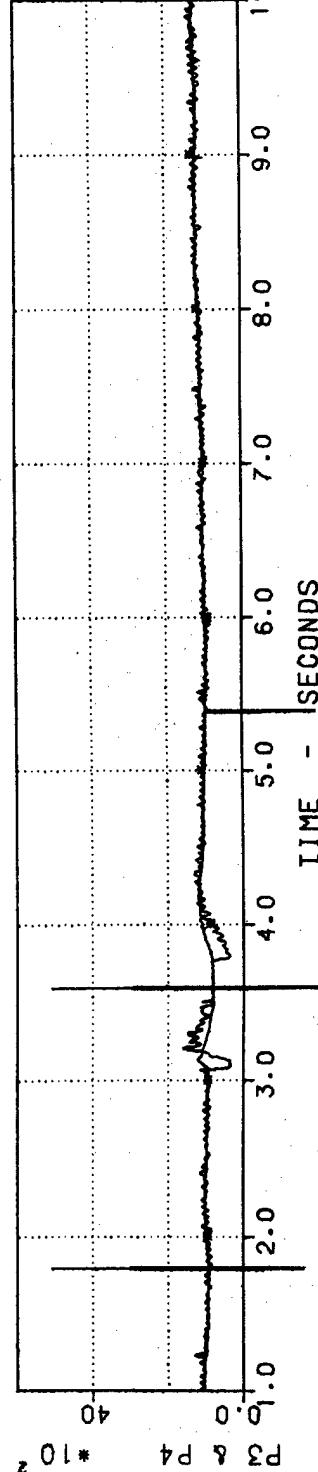
DP 2
FILE 1, CHAN 22
MAX = 2.922
MIN = 0.000 X 10⁻¹⁰¹
MEAN = 1.782
RMS = 1.886



LM S
FILE 1, CHAN 9
MAX = -7735.016
MIN = -1.760 X 10⁴
MEAN = -1.524 X 10⁴
RMS = 1.528 X 10⁴



SG 4
FILE 1, CHAN 10
MAX = 1280.852
MIN = -7678.020
MEAN = -49.893
RMS = 901.109

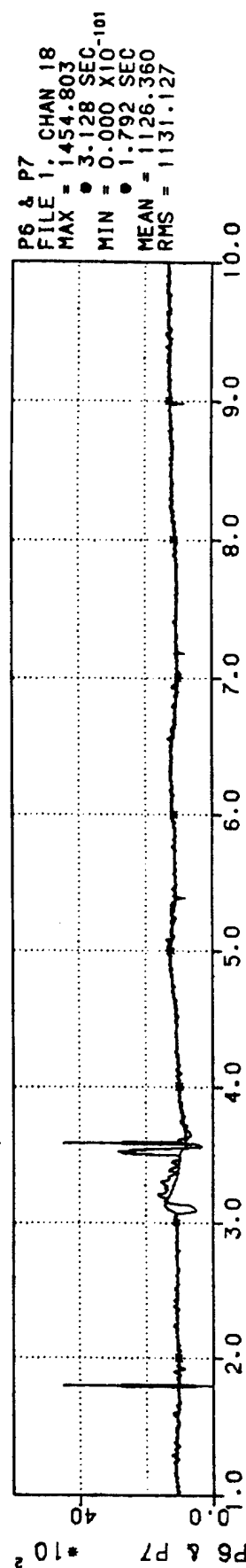
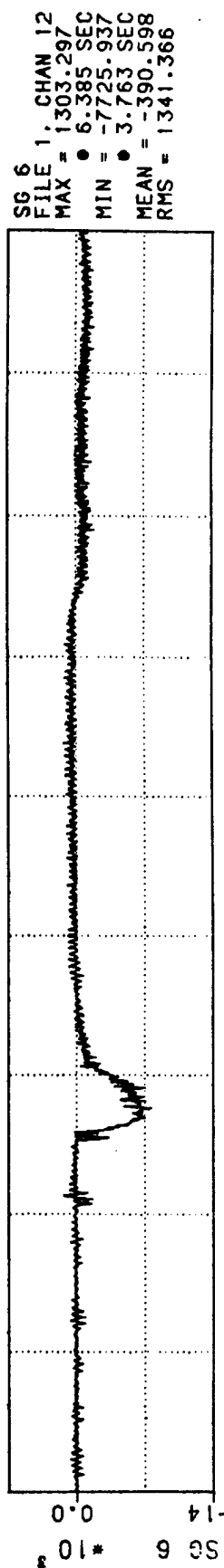
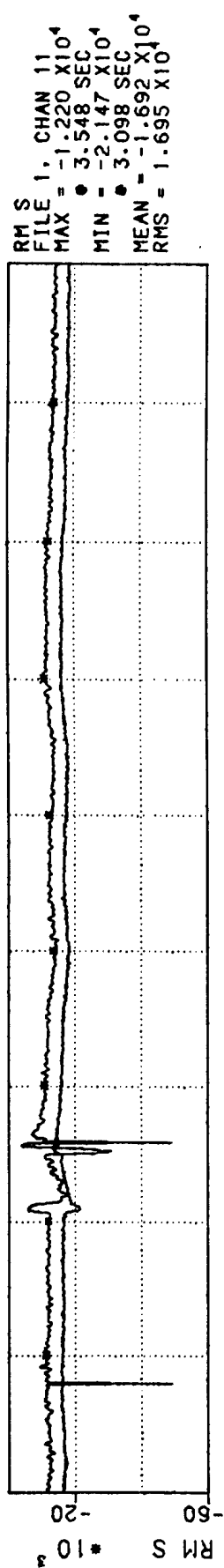
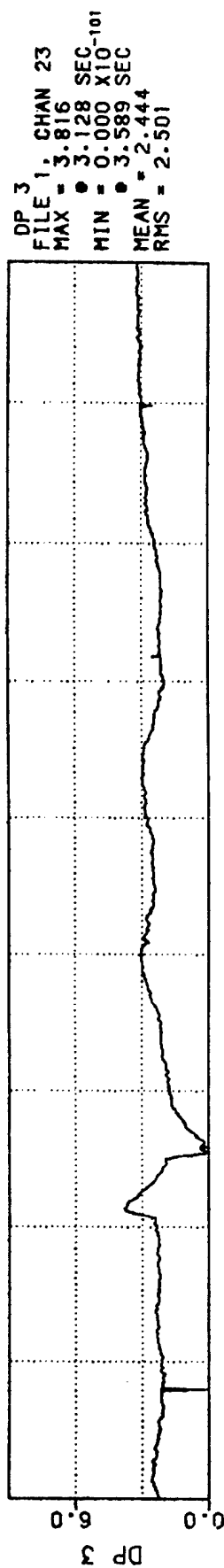


P3 & P4
FILE 1, CHAN 15
MAX = 5074.633
MIN = 792.769
MEAN = 1049.723
RMS = 1063.692

DELTA T (MSEC) = 5.120

RUN NO. 29 PAGE NO. 3

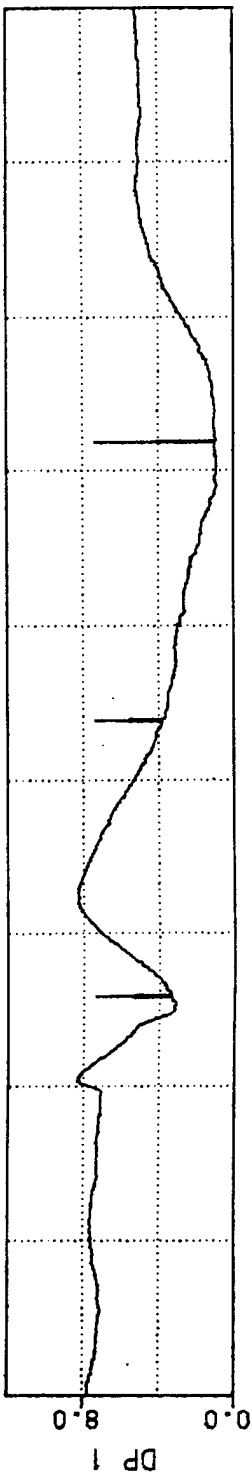
A-7D HAVE BOUNCE TEST, WHITEMAN AFB 100 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING



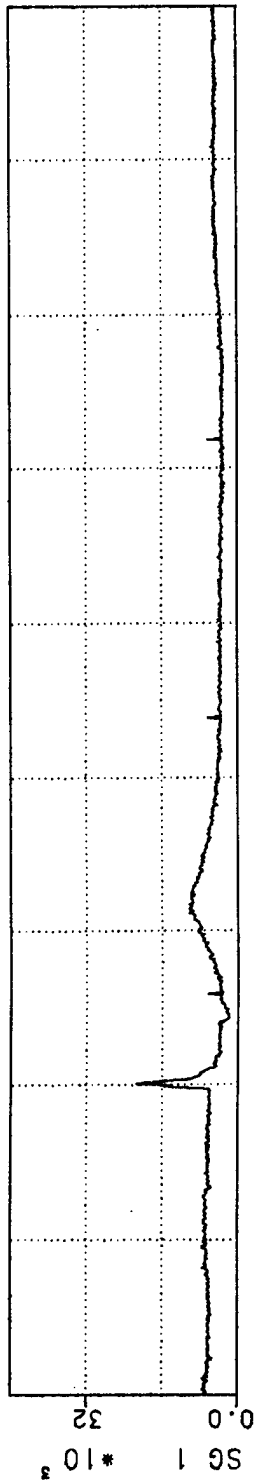
TIME - SECONDS
RUN NO. 29
PAGE NO. 4
DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

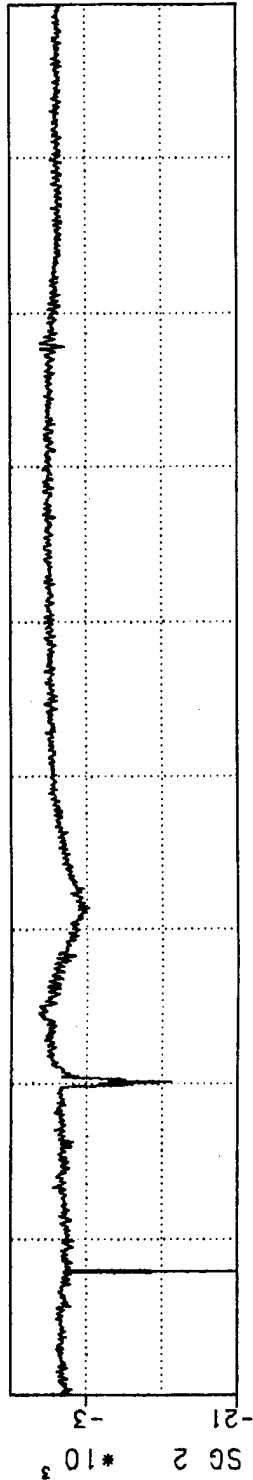
100 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING



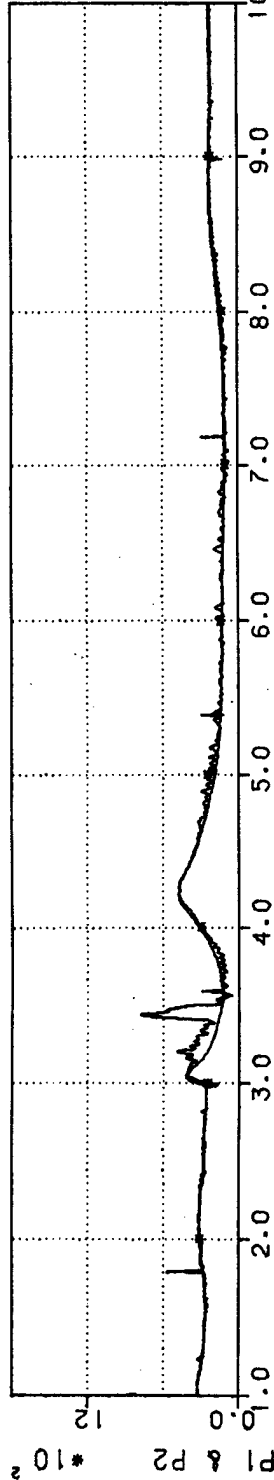
DP 1
FILE 1, CHAN 21
MAX = 8.276
MIN = 0.866
MEAN = 4.869
RMS = 5.366



SG 1
FILE 1, CHAN 7
MAX = 2.132 X10⁴
MIN = 1791.086
MEAN = 4922.997
RMS = 5252.565



SG 2
FILE 1, CHAN 8
MAX = 2714.727
MIN = -2.100 X10⁴
MEAN = 408.621
RMS = 1308.210



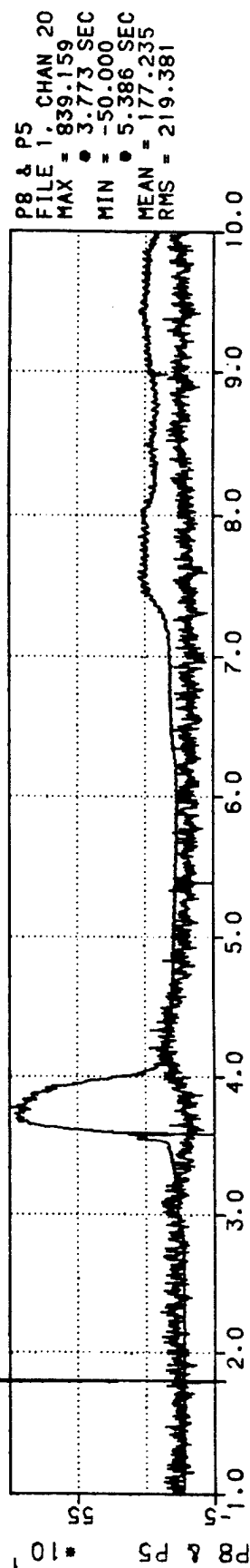
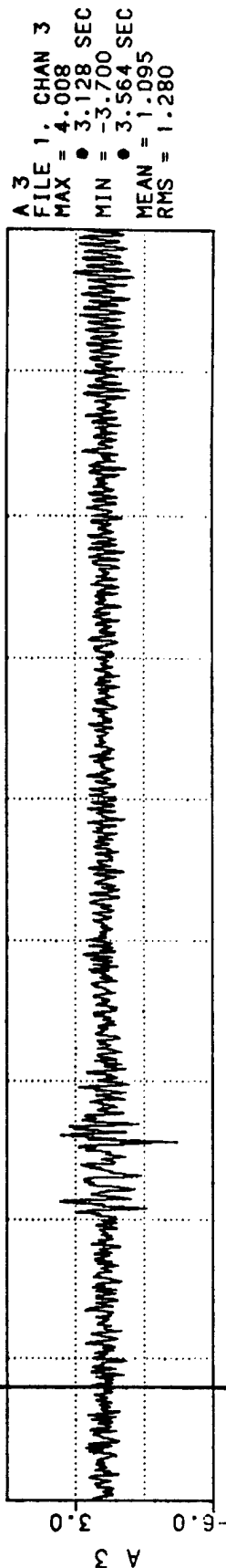
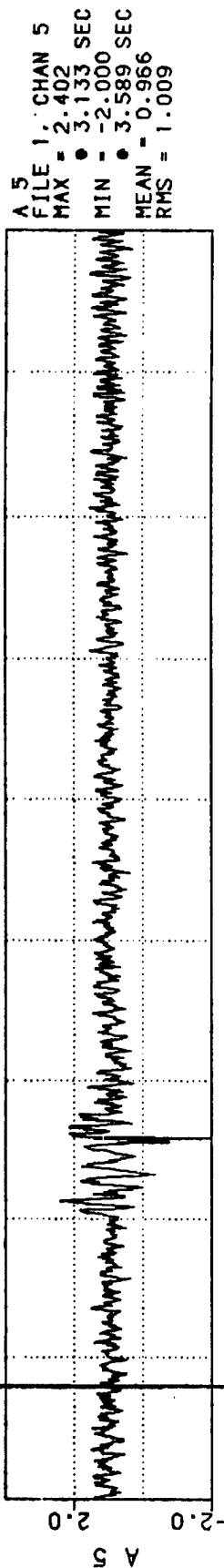
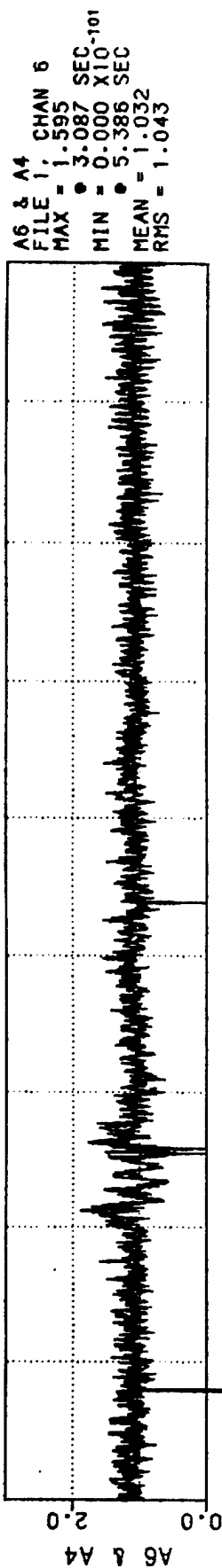
P1 & P2
FILE 1, CHAN 13
MAX = 478.101
MIN = 102.694
MEAN = 214.516
RMS = 231.420

TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 29 PAGE NO. 5

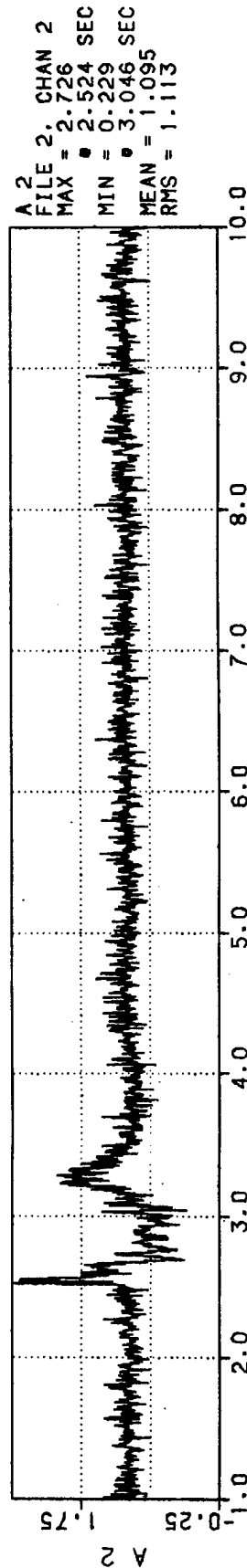
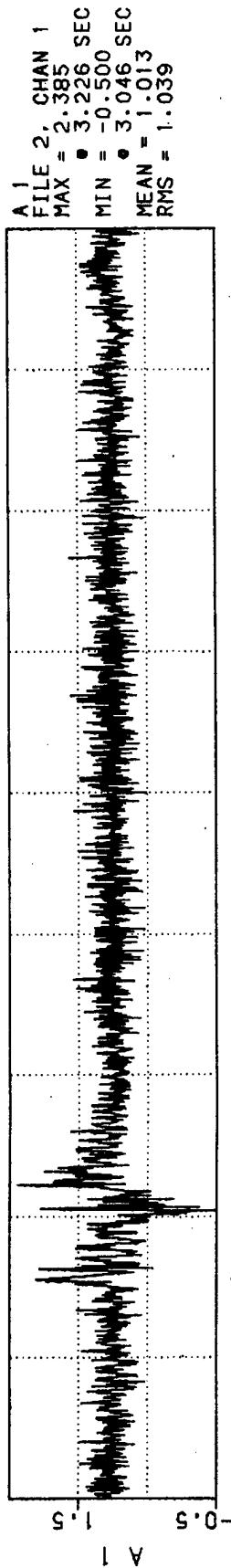
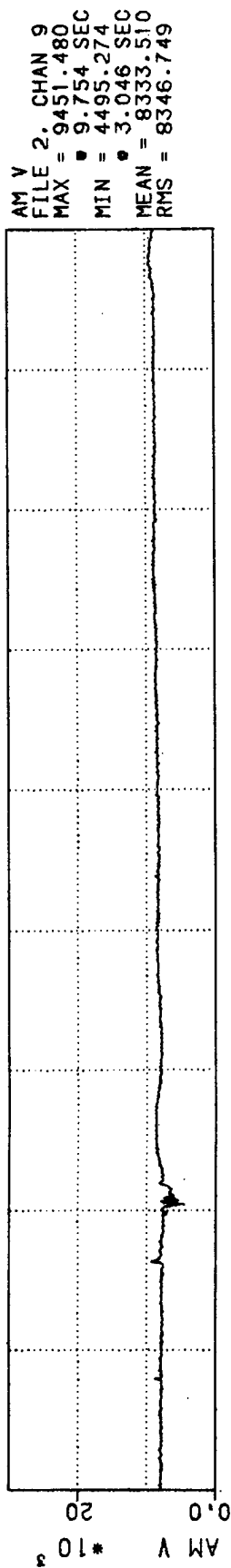
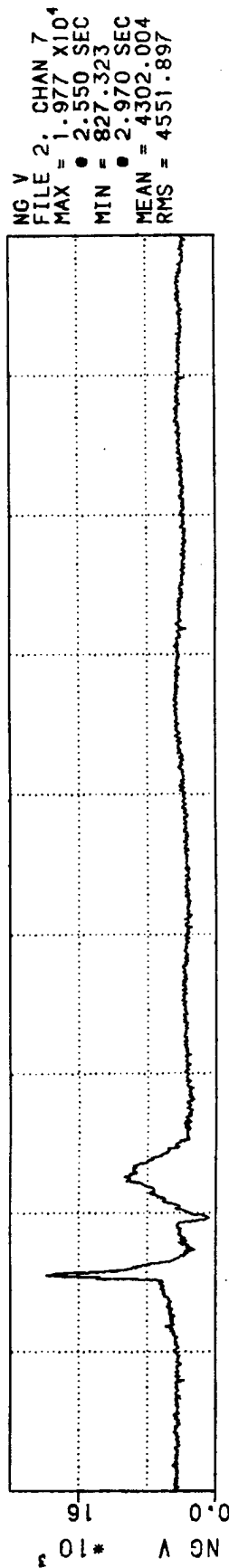
A-7D HAVE BOUNCE TEST: WHITEMAN AFB 100 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING



TIME - SECONDS
RUN NO. 29
PAGE NO. 6
DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

100 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING



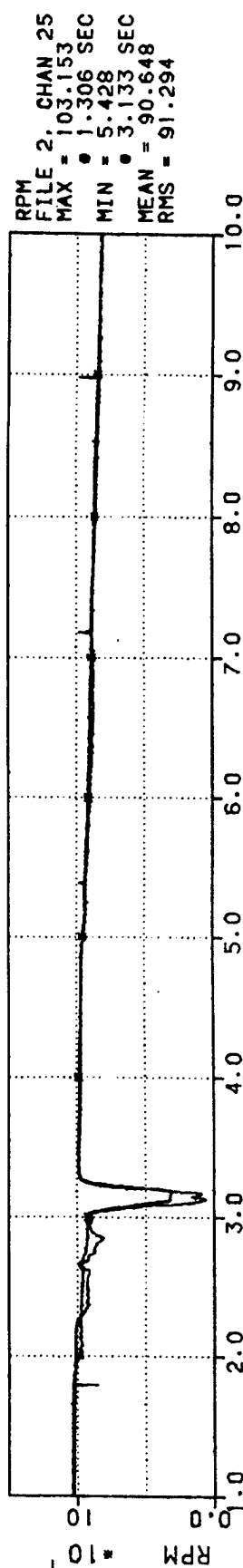
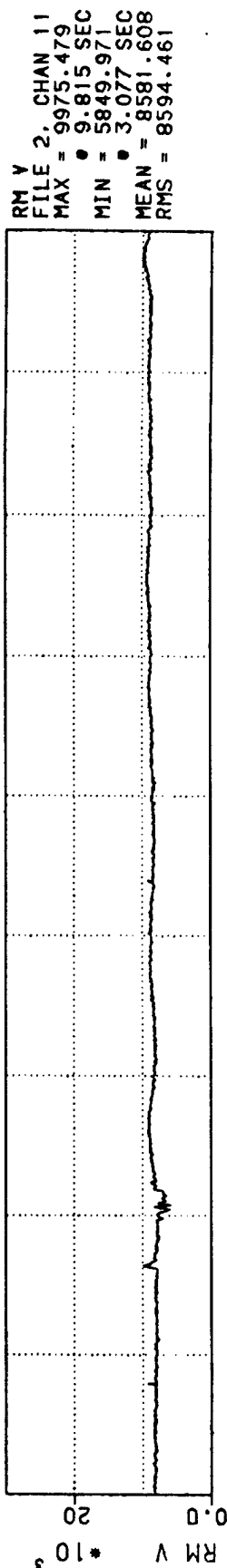
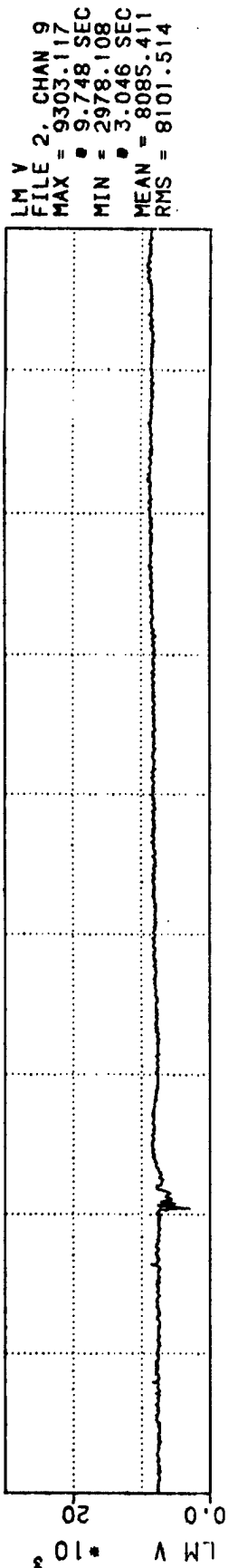
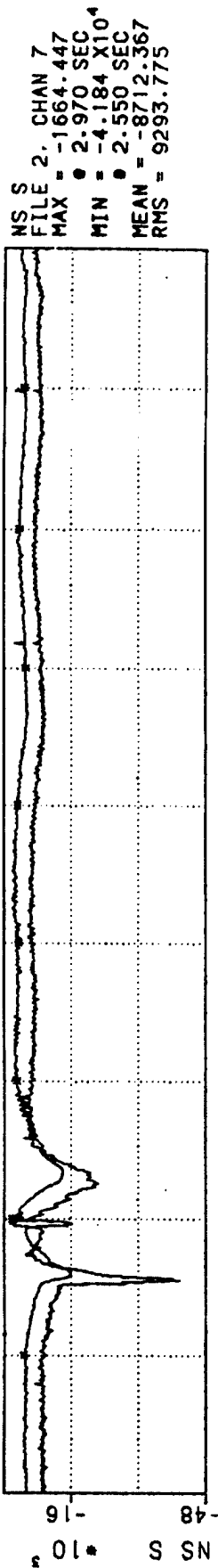
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 30 PAGE NO. 1

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

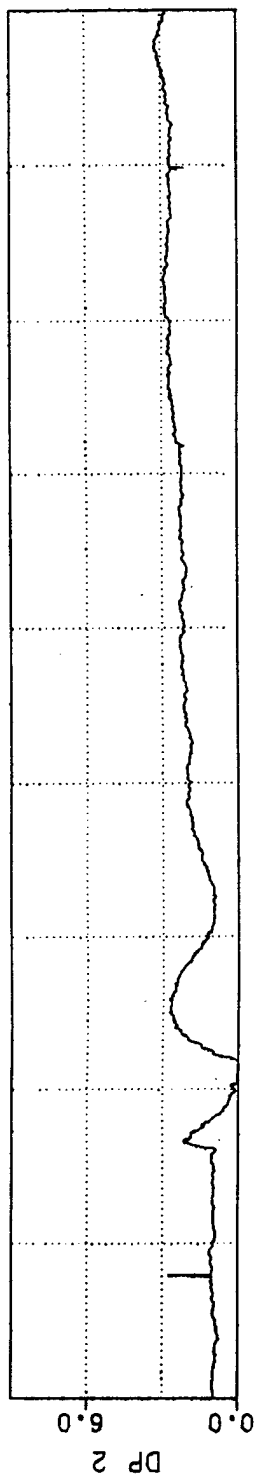
100 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING



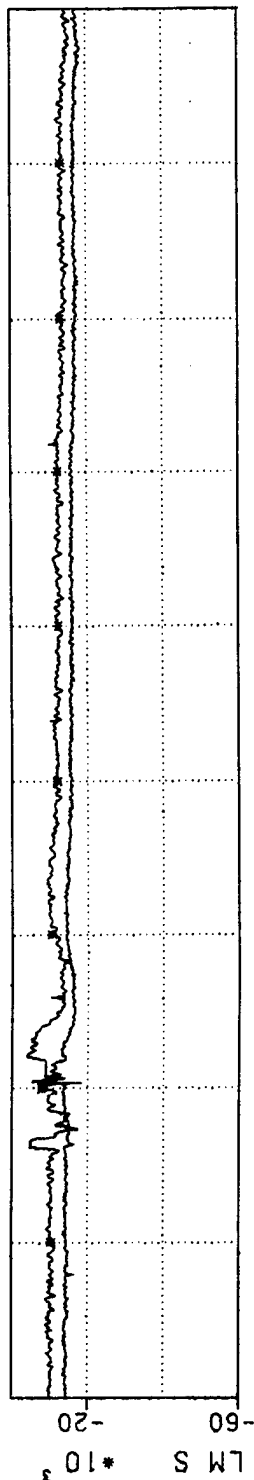
TIME - SECONDS
RUN NO. 30
PAGE NO. 2
DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

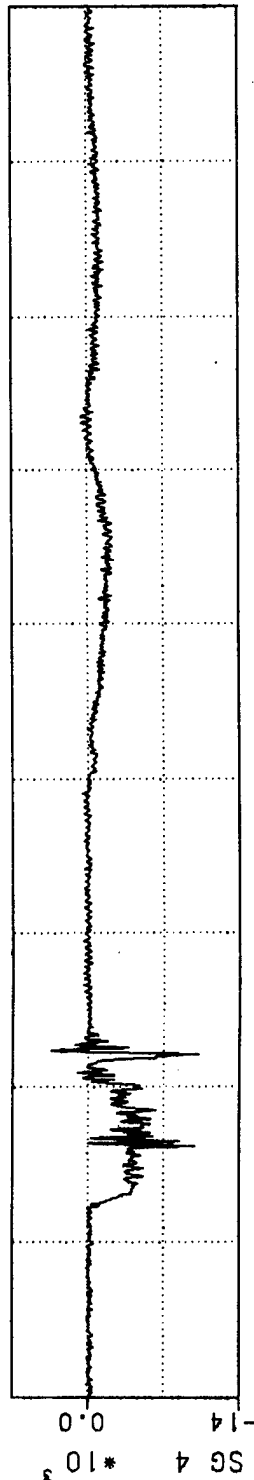
100 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING



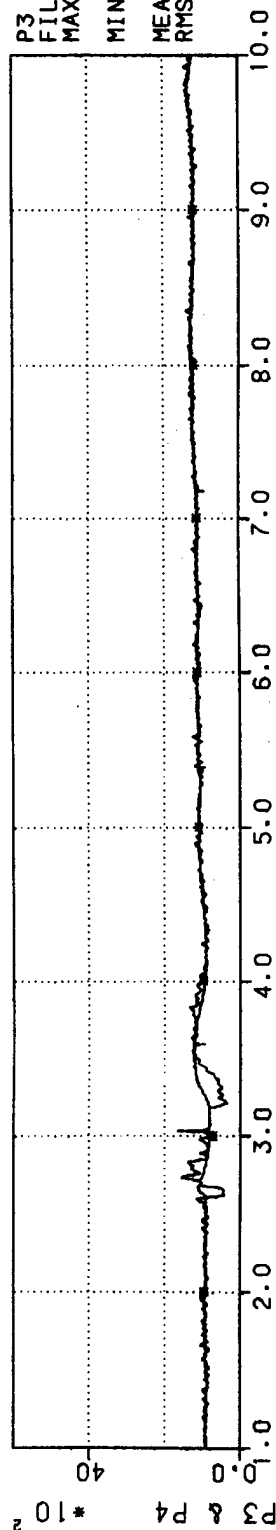
DP 2
FILE 2, CHAN 22
MAX = 3.240
MIN = 0.000 X10⁻¹⁰¹
MEAN = 1.944
RMS = 2.093



LM S
FILE 2, CHAN 9
MAX = -5430.883
MIN = -1.849 X10⁴
MEAN = -1.558 X10⁴
RMS = 1.564 X10⁴



SG 4
FILE 2, CHAN 10
MAX = 3385.801
MIN = -1.014 X10⁴
MEAN = -884.669
RMS = 1553.953



P3 & P4
FILE 2, CHAN 15
MAX = 1387.541
MIN = 802.540
MEAN = 1083.435
RMS = 1091.788

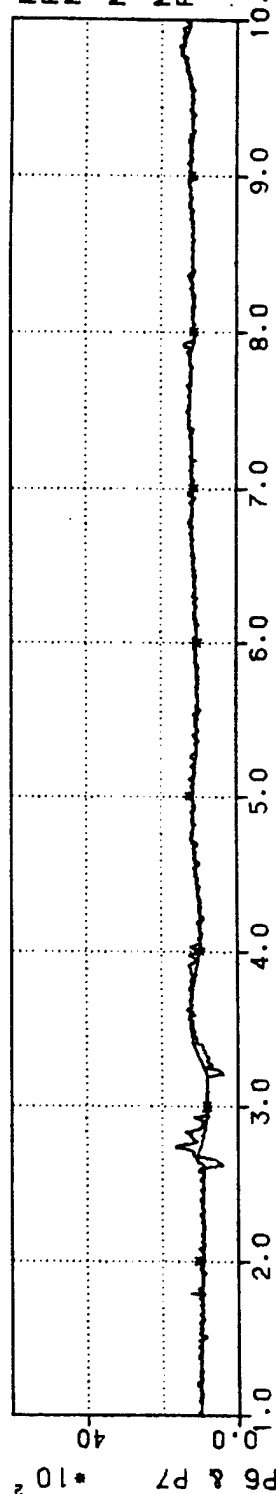
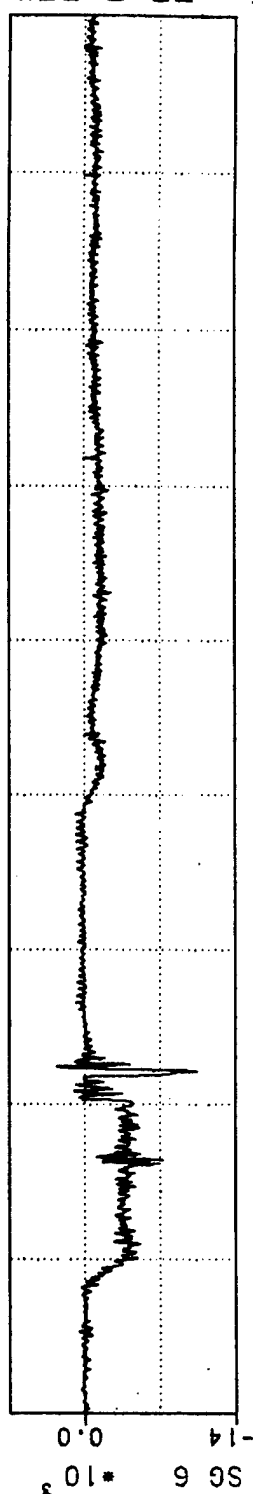
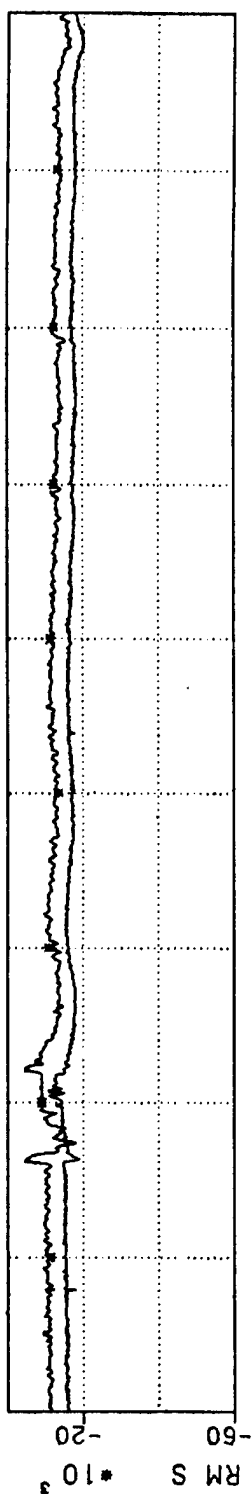
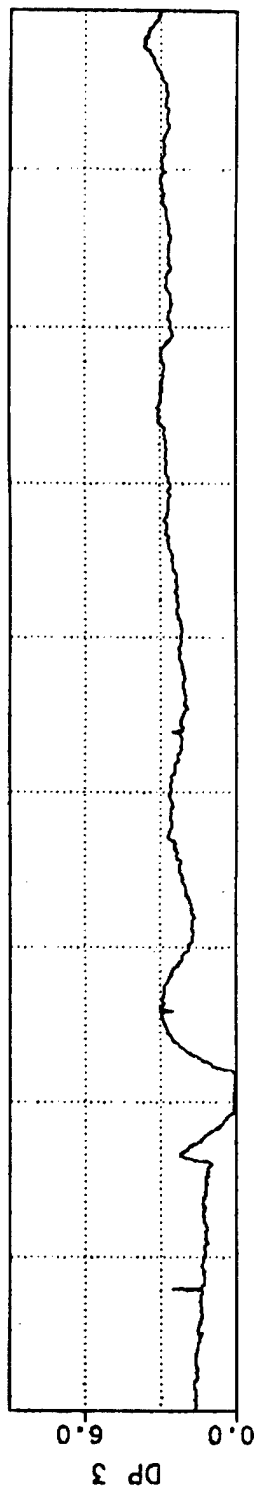
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 30 PAGE NO. 3

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

100 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING

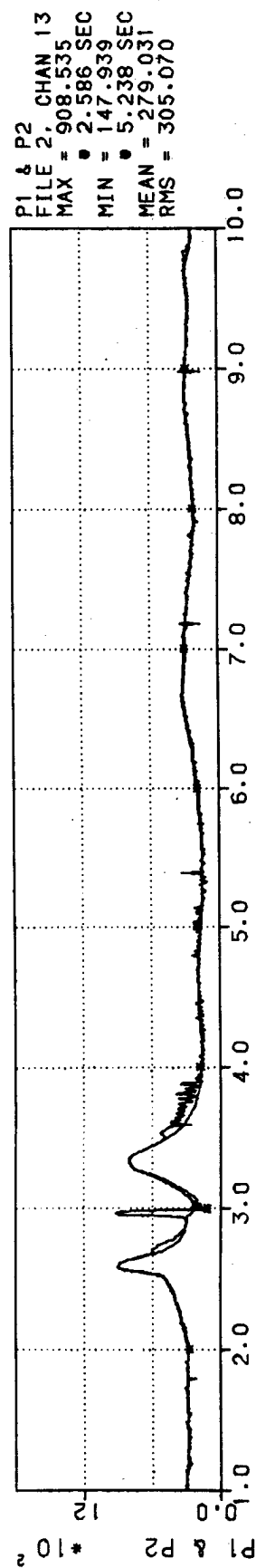
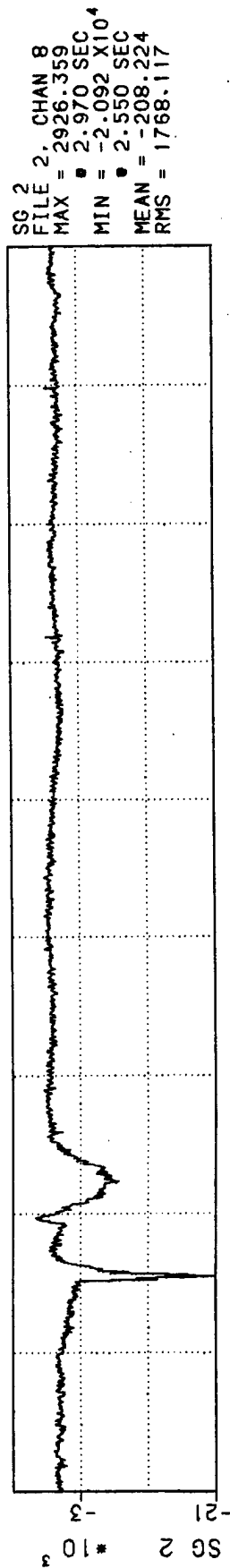
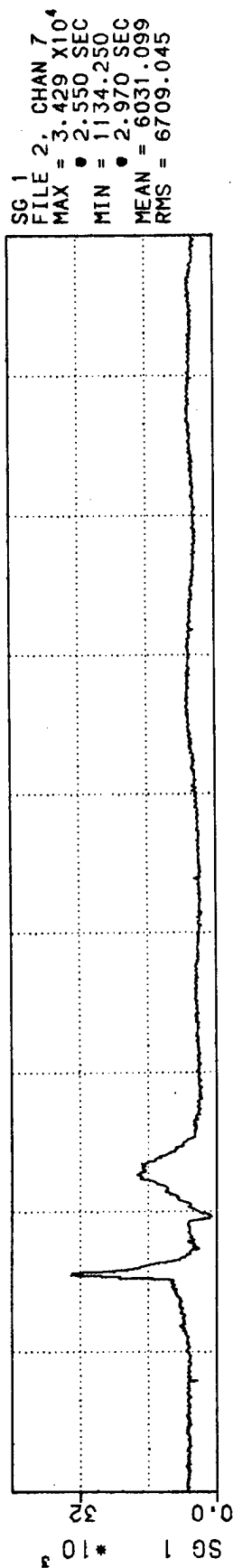
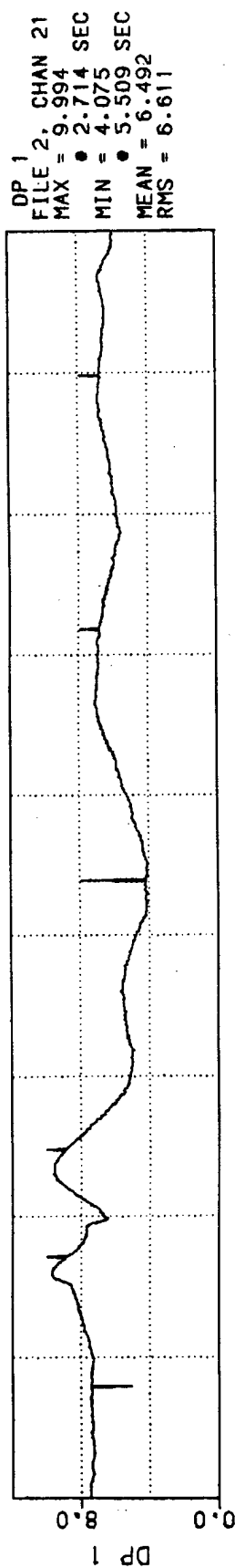


DELTA T (MSEC) = 5.120

RUN NO. 30 PAGE NO. 4

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

100 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING

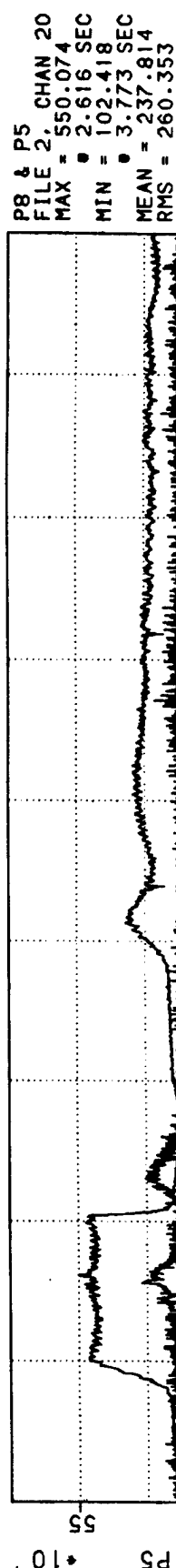
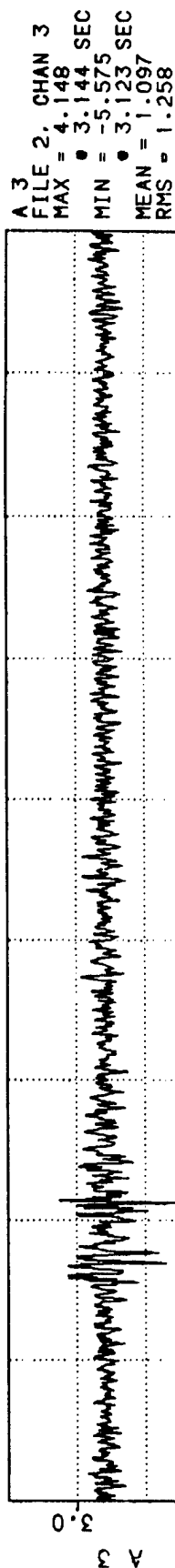
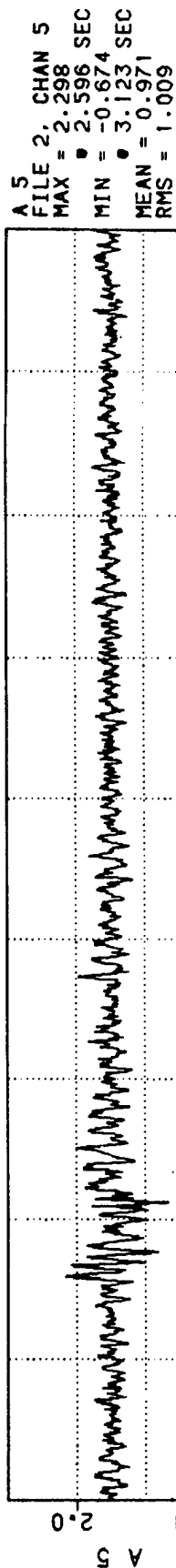
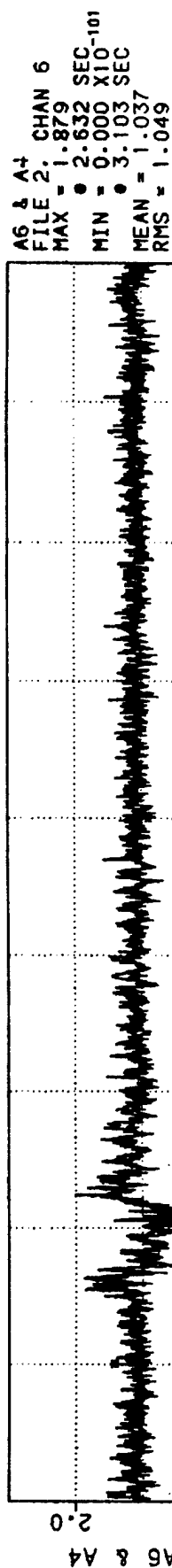


TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 30 PAGE NO. 5

A-7D HAVE BOUNCE TEST: WHITEMAN AFB 100 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING

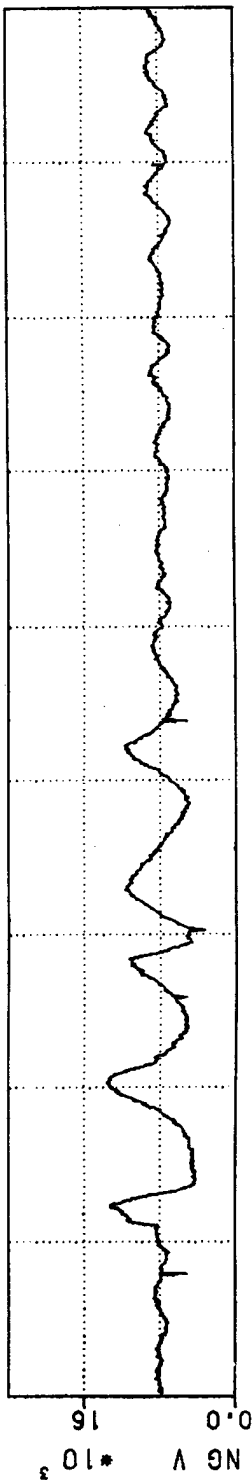


TIME - SECONDS
RUN NO. 30
PAGE NO. 6
DELTA T (MSEC) = 5.120

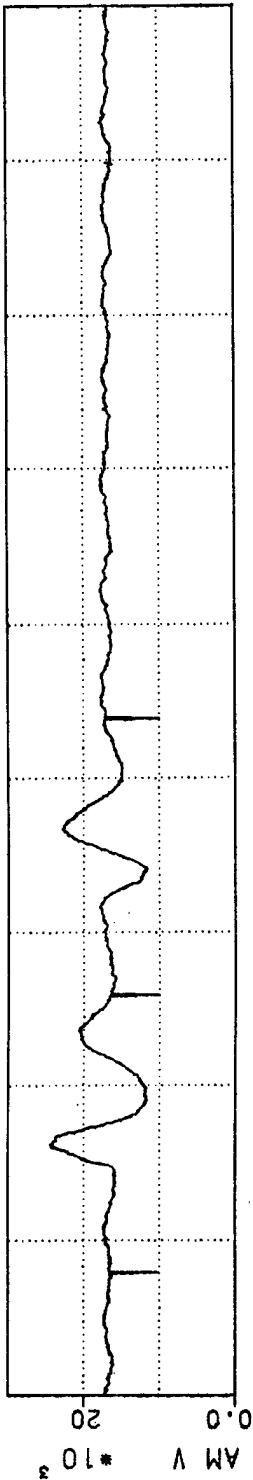
A-7D HAVE BOUNCE TEST: WHITEMAN AFB

20 KNOTS : SINGLE BUMP : HEAVY WEIGHT

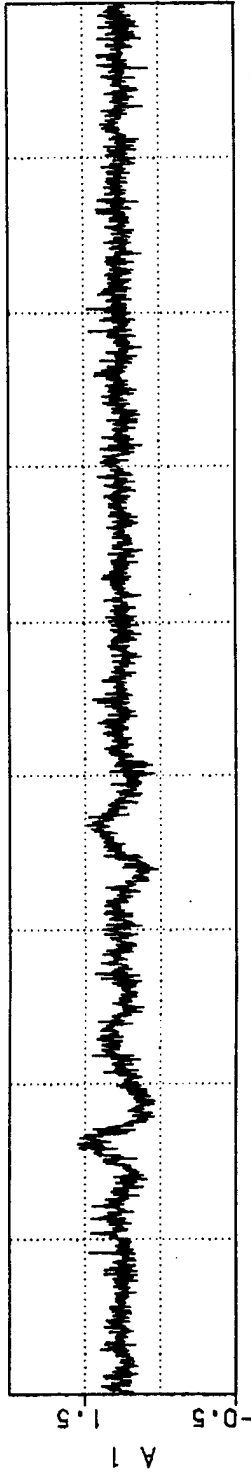
NG V
FILE 6, CHAN 7
MAX = 1.357 X10⁴
MIN = 3.036 SEC
MEAN = 3325.891
RMS = 4.029 SEC
MEAN = 7885.265
RMS = 8051.563



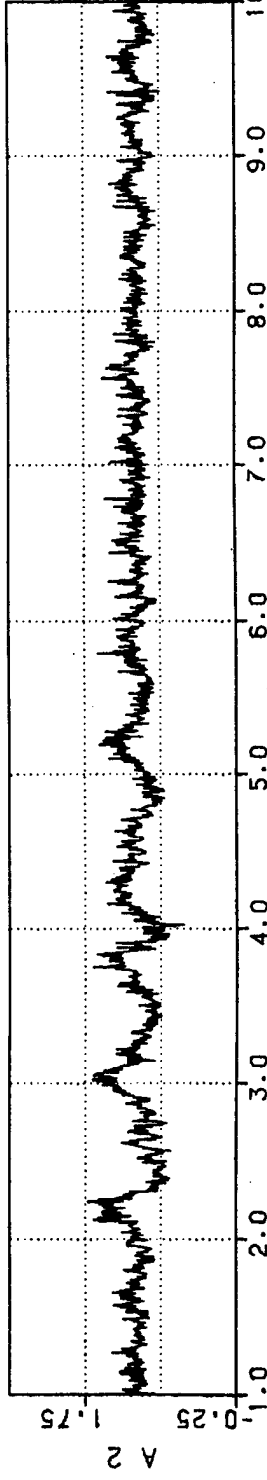
AM V
FILE 6, CHAN 9
MAX = 2.441 X10⁴
MIN = 2.621 SEC
MEAN = 9952.361
RMS = 5.386 SEC
MEAN = 1.686 X10⁴
RMS = 1.695 X10⁴



A 1
FILE 6, CHAN 1
MAX = 1.591
MIN = 2.611 SEC
MEAN = 0.541
RMS = 4.393 SEC
MEAN = 1.017
RMS = 1.027

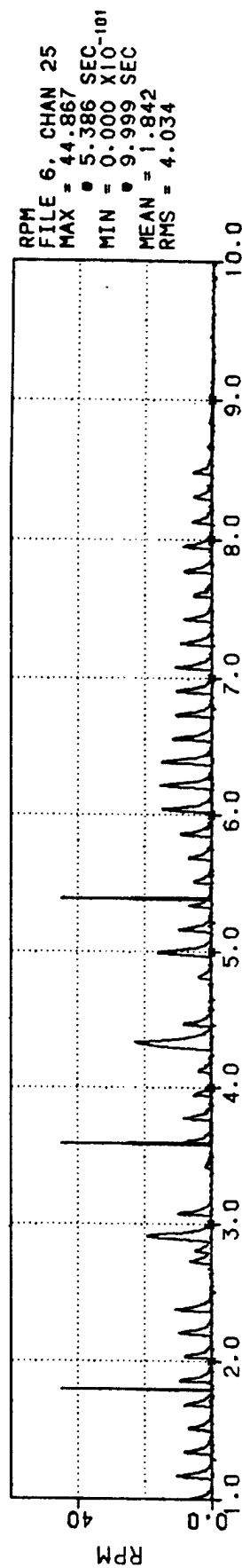
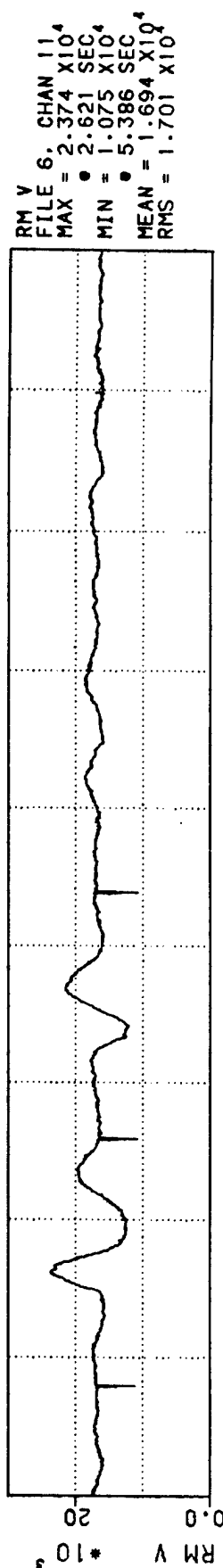
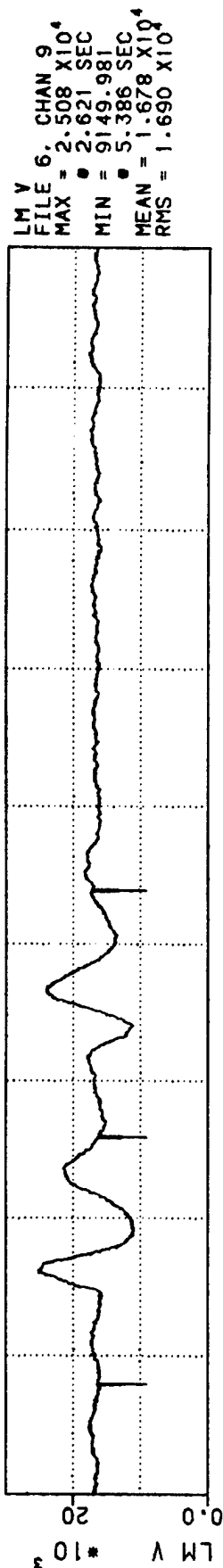
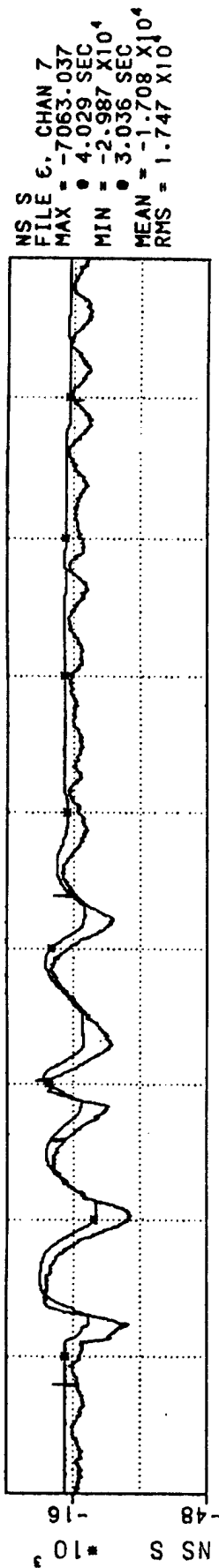


A 2
FILE 6, CHAN 2
MAX = 1.716
MIN = 2.243 SEC
MEAN = 0.449
RMS = 4.024 SEC
MEAN = 1.069
RMS = 1.081



TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 31 PAGE NO. 1

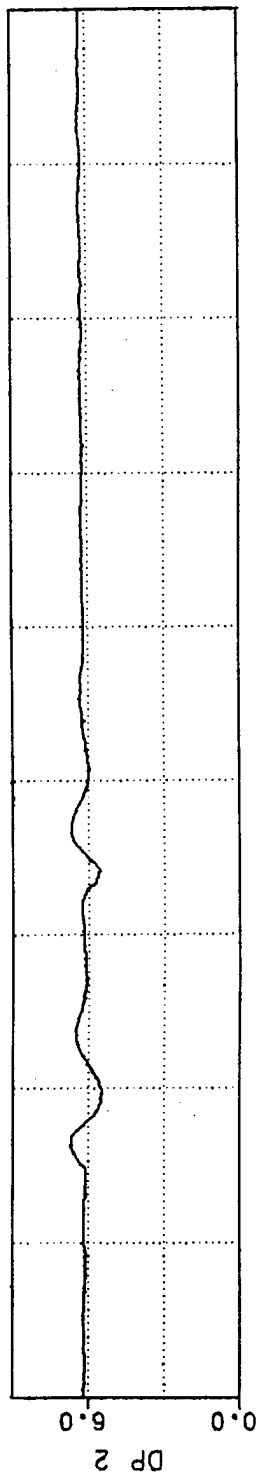
A-7D HAVE BOUNCE TEST: WHITEMAN AFB 20 KNOTS : SINGLE BUMP : HEAVY WEIGHT



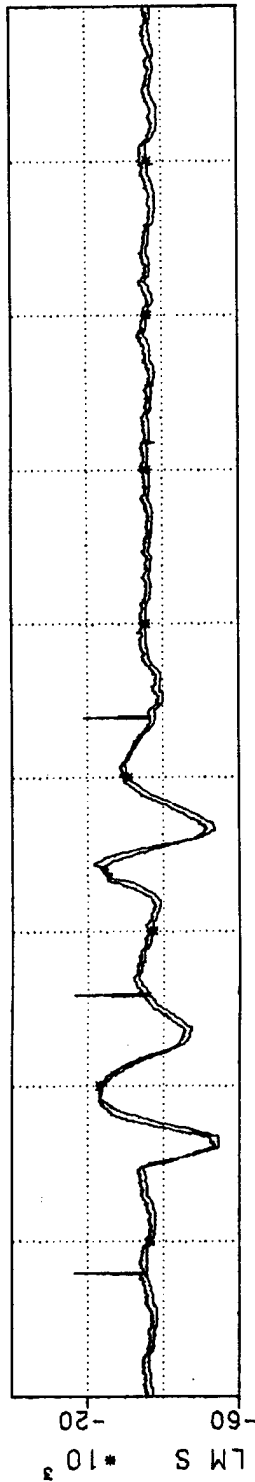
TIME - SECONDS
RUN NO. 31
PAGE NO. 2
DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

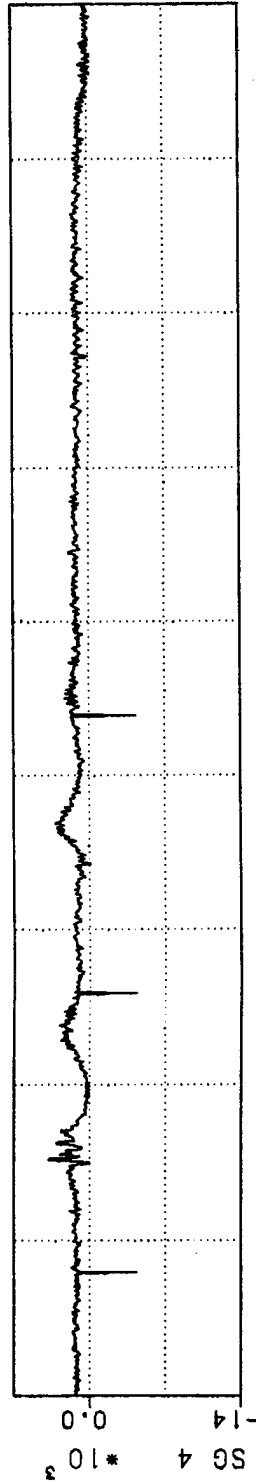
20 KNOTS : SINGLE BUMP : HEAVY WEIGHT



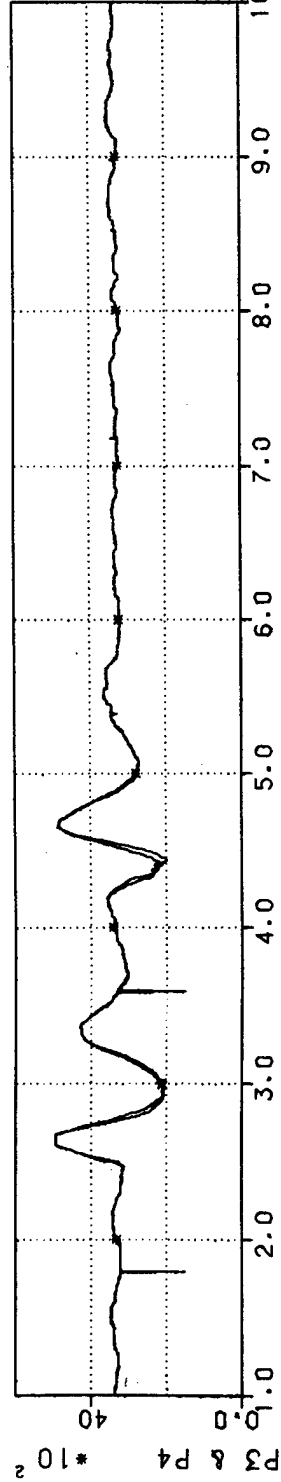
DP 2
FILE 6, CHAN 22
MAX = 6.697
MIN = 2.632 SEC
MEAN = 5.480
RMS = 2.995 SEC
RMS = 6.205



LM S
FILE 6, CHAN 9
MAX = -1.937 X10⁴
MIN = 5.386 SEC
MEAN = -5.370 X10⁴
RMS = 2.621 SEC
RMS = -3.559 X10⁴
RMS = 3.586 X10⁴



SG 4
FILE 6, CHAN 10
MAX = 3796.523
MIN = 2.519 SEC
MEAN = -4392.246
RMS = 5.386 SEC
RMS = 1104.156
RMS = 1234.918



P3 & P4
FILE 6, CHAN 15
MAX = 4946.397
MIN = 2.668 SEC
MEAN = 1612.259
RMS = 1.792 SEC
RMS = 3342.367
RMS = 3369.392

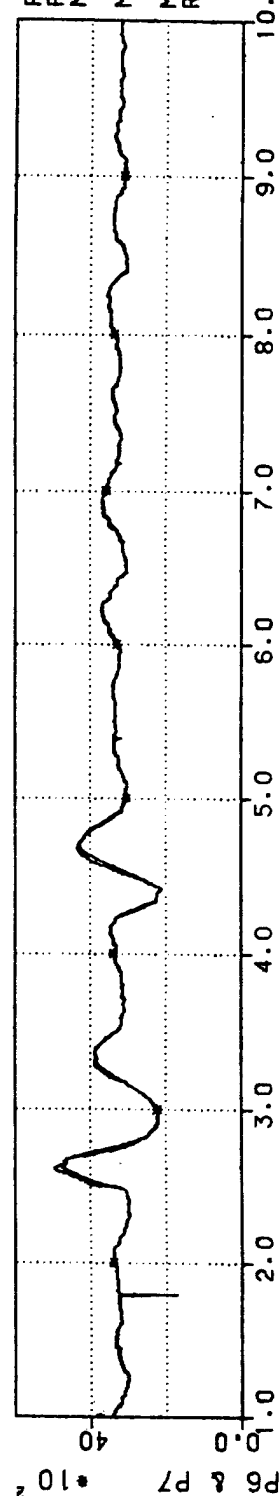
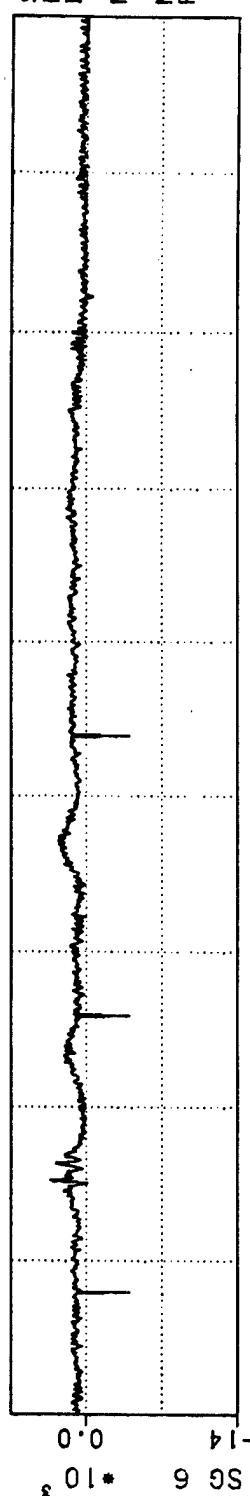
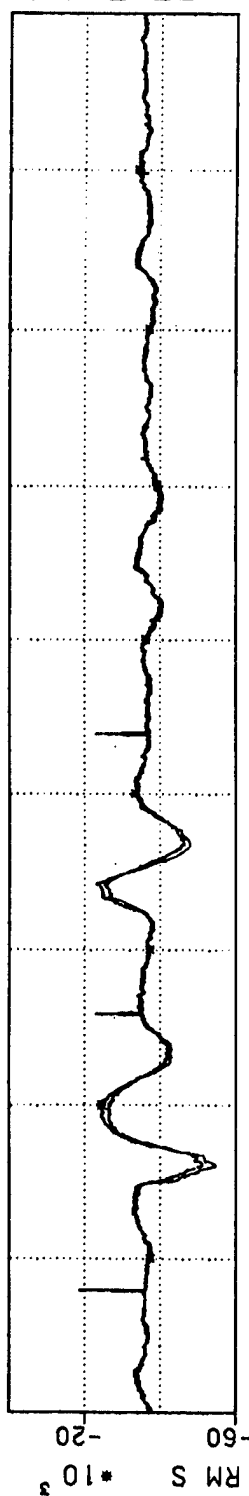
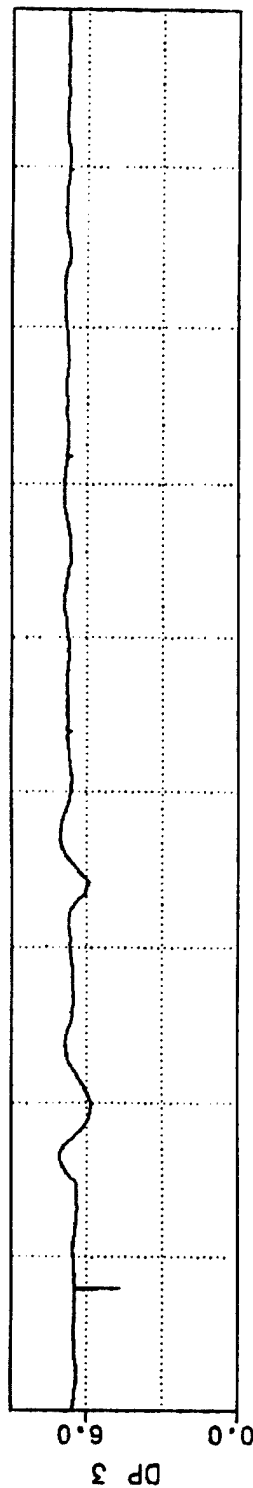
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 31 PAGE NO. 3

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

20 KNOTS : SINGLE BUMP : HEAVY WEIGHT



TIME - SECONDS

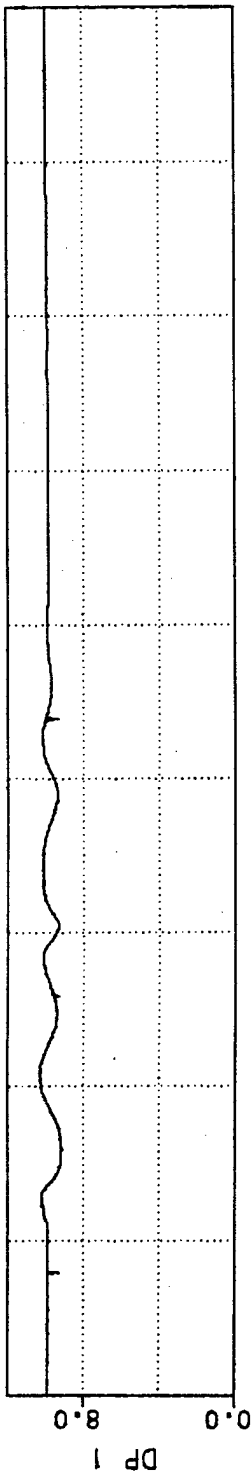
DELTA T (MSEC) = 5.120

RUN NO. 31 PAGE NO. 4

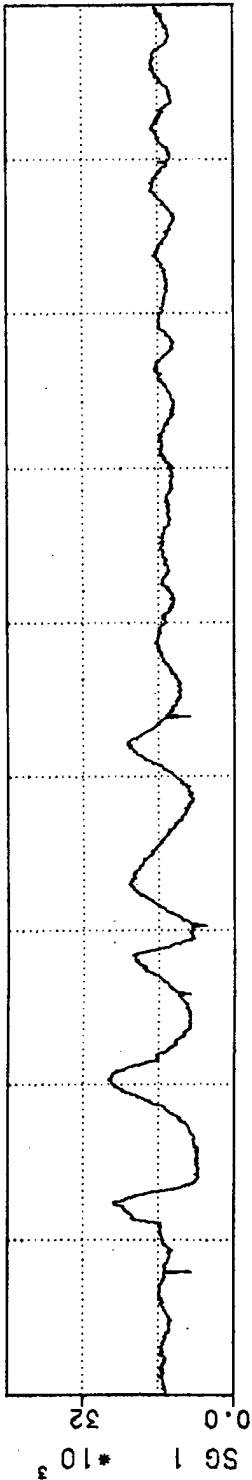
A-7D HAVE BOUNCE TEST: WHITEMAN AFB

20 KNOTS : SINGLE BUMP : HEAVY WEIGHT

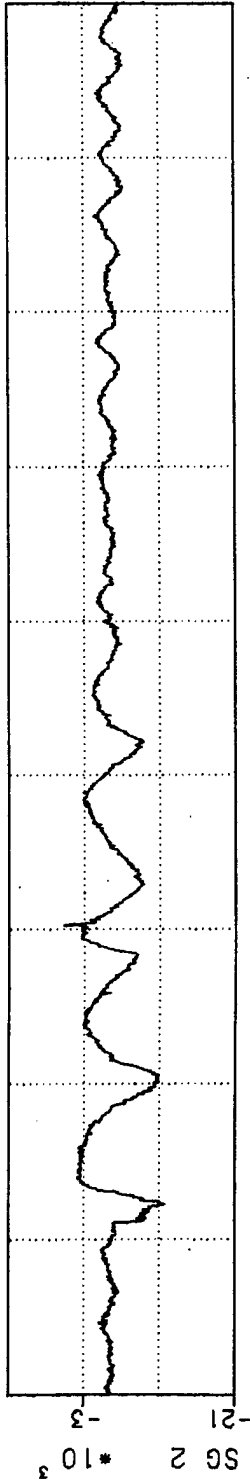
DP 1
FILE 6, CHAN 21
MAX = 10.278
MIN = 3.062 SEC
MEAN = 9.163
RMS = 2.601 SEC
RMS = 9.847



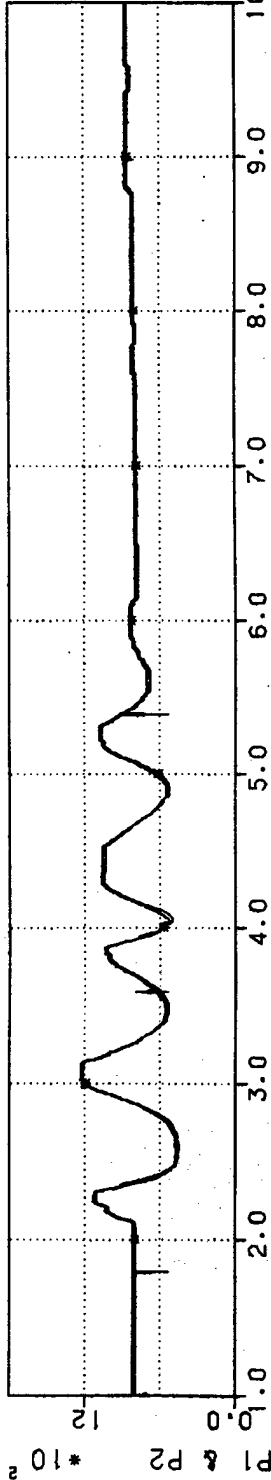
SG 1
FILE 6, CHAN 7
MAX = 2.651 X10⁴
MIN = 3.036 SEC
MEAN = 5835.812
RMS = 4.029 SEC
RMS = 1.474 X10⁴
RMS = 1.511 X10⁴



SG 2
FILE 6, CHAN 8
MAX = -530.344
MIN = -1.270 X10⁴
MEAN = -2.222 SEC
RMS = -6032.551
RMS = 6270.034

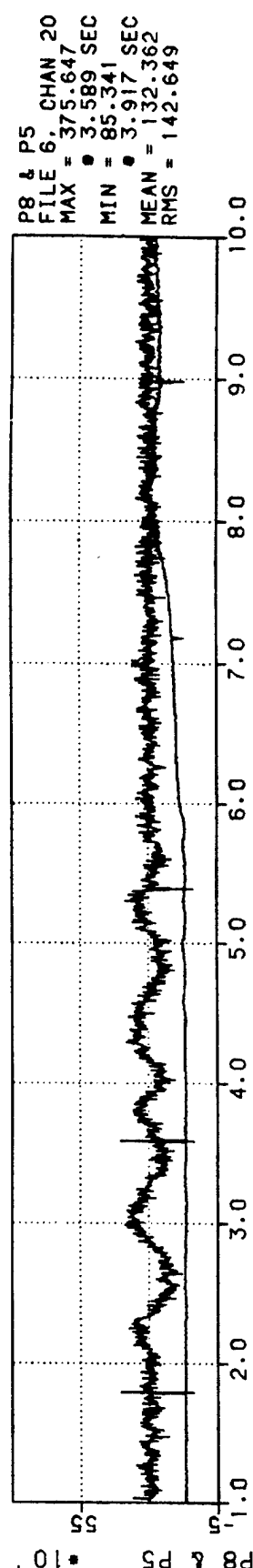
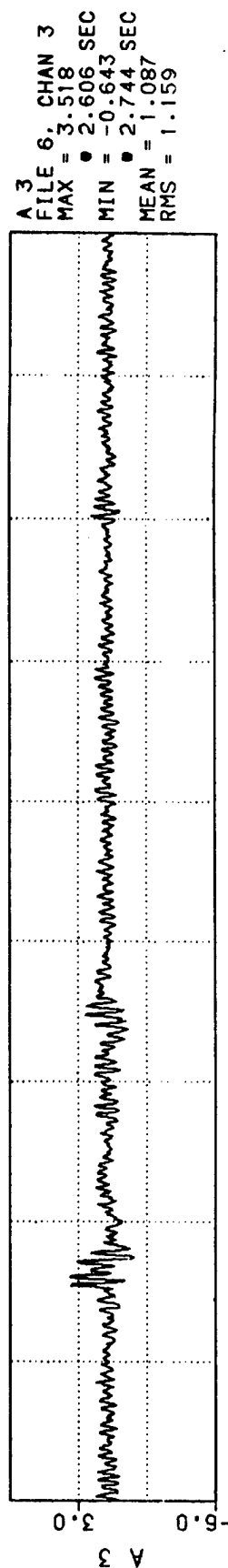
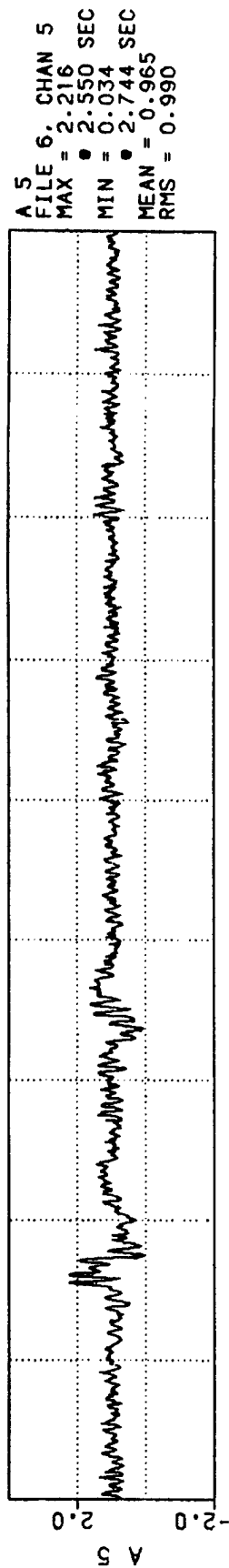
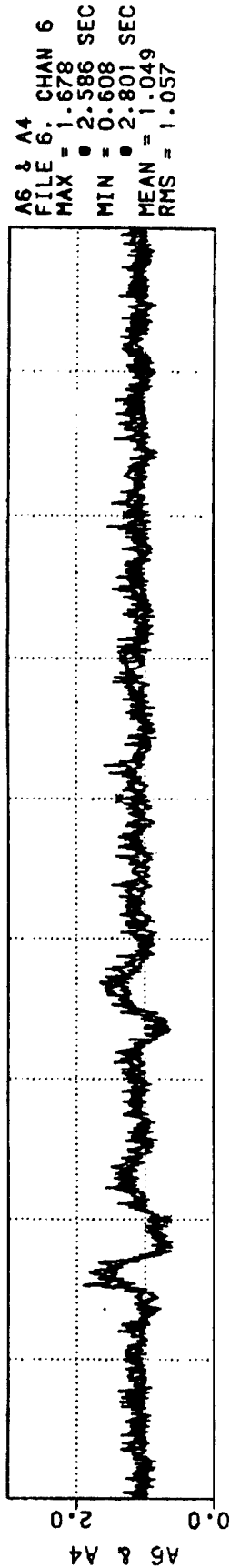


P1 & P2
FILE 6, CHAN 13
MAX = 1233.805
MIN = 3.046 SEC
MEAN = 473.210
RMS = 2.601 SEC
RMS = 820.875
RMS = 832.792



DELTA T (MSEC) = 5.120
RUN NO. 31 PAGE NO. 5

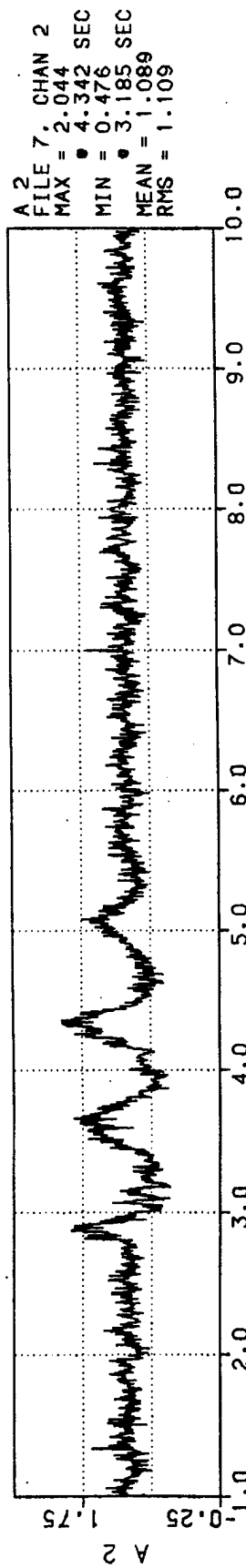
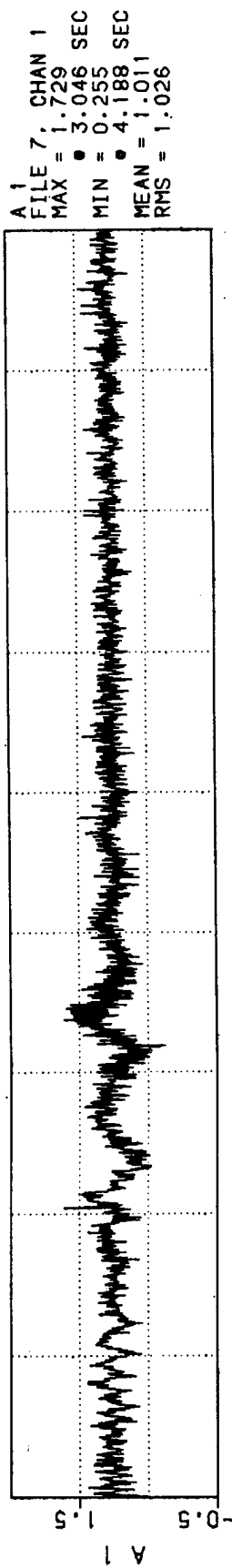
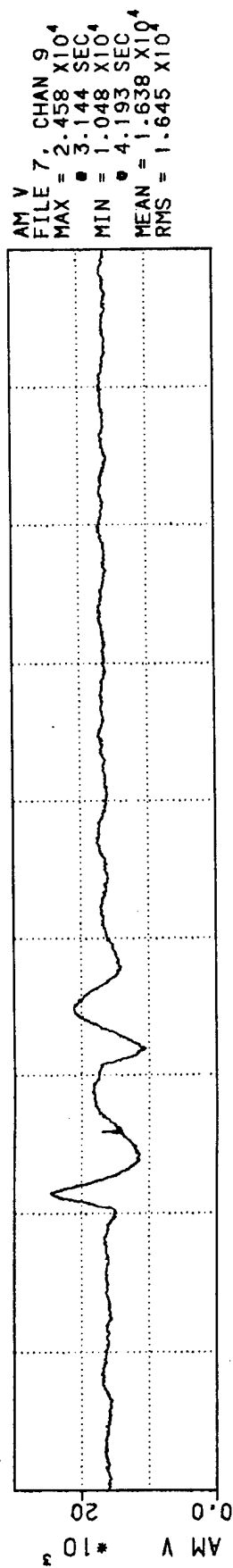
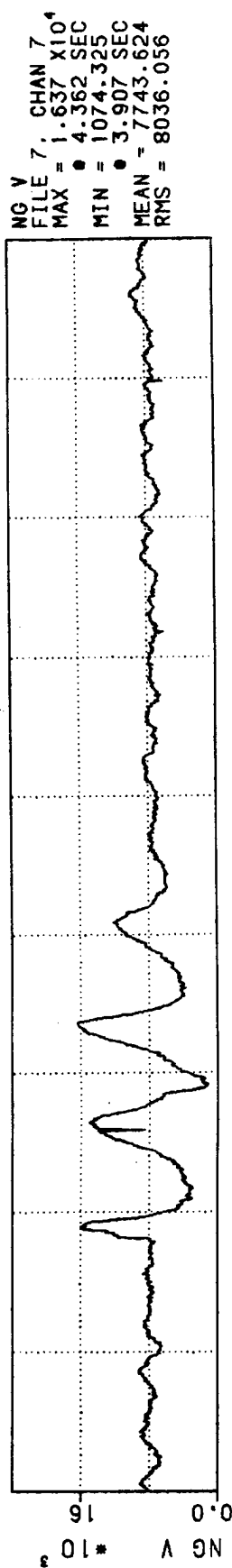
A-7D HAVE BOUNCE TEST: WHITEMAN AFB 20 KNOTS : SINGLE BUMP : HEAVY WEIGHT



TIME - SECONDS
RUN NO. 31
PAGE NO. 6
DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

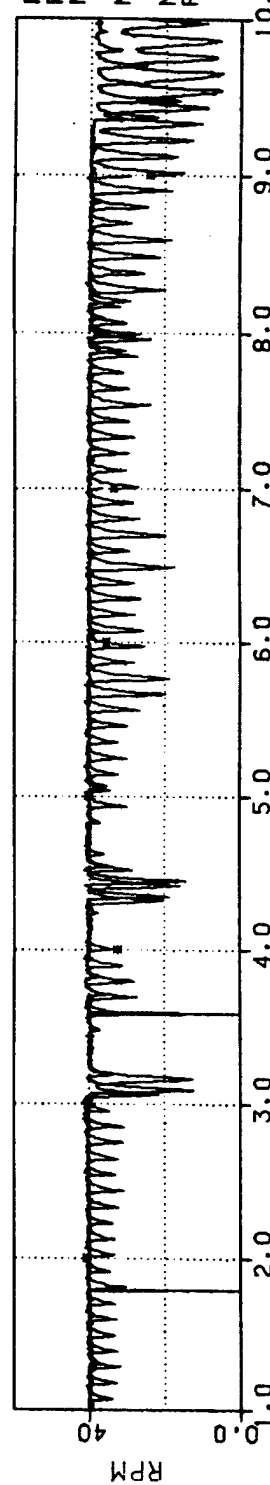
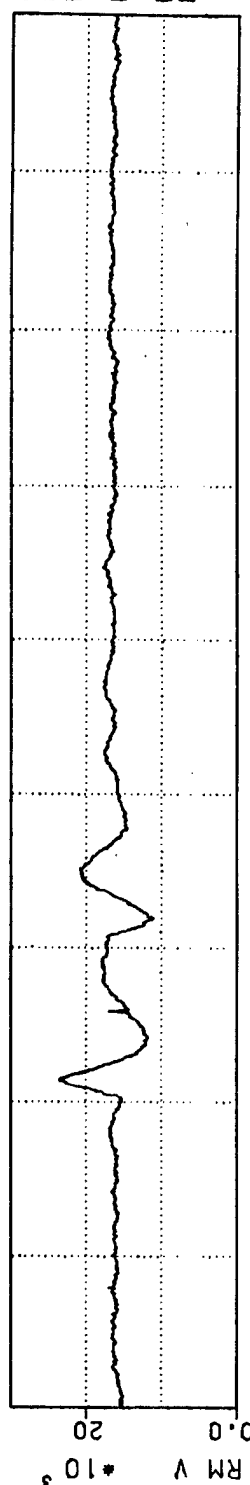
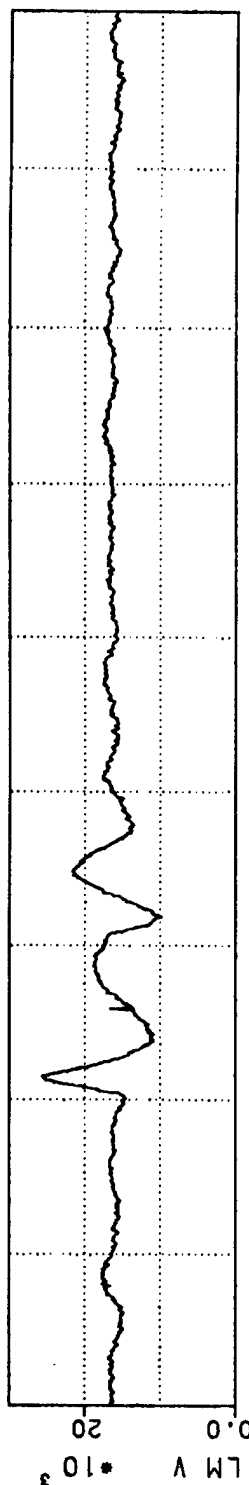
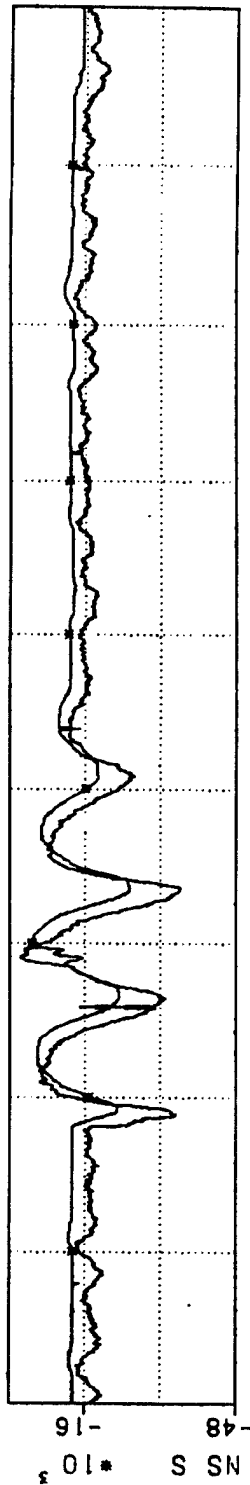
40 KNOTS : SINGLE BUMP : HEAVY WEIGHT



TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 32 PAGE NO. 1

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

40 KNOTS : SINGLE BUMP : HEAVY WEIGHT

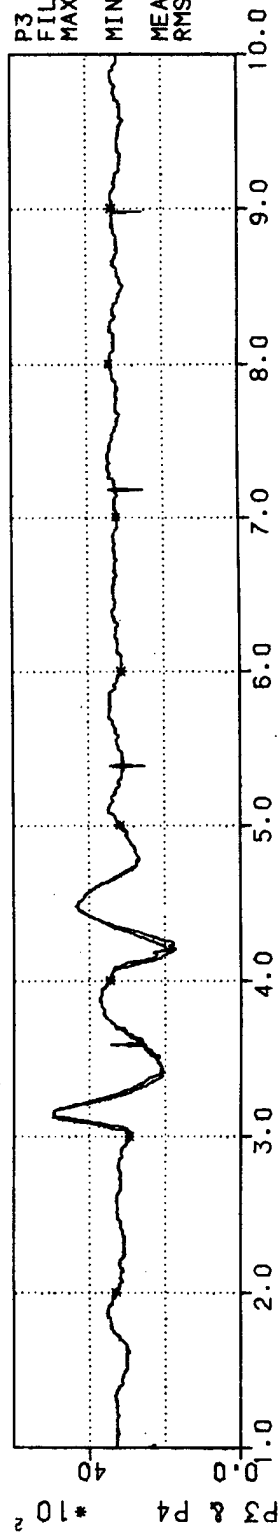
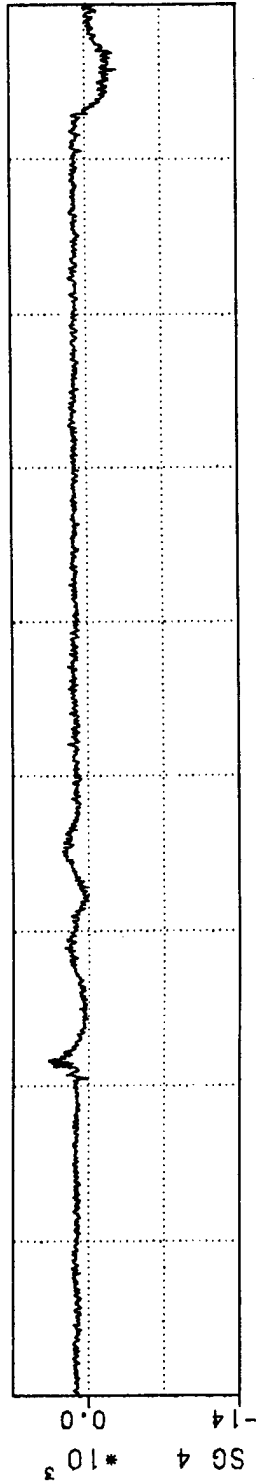
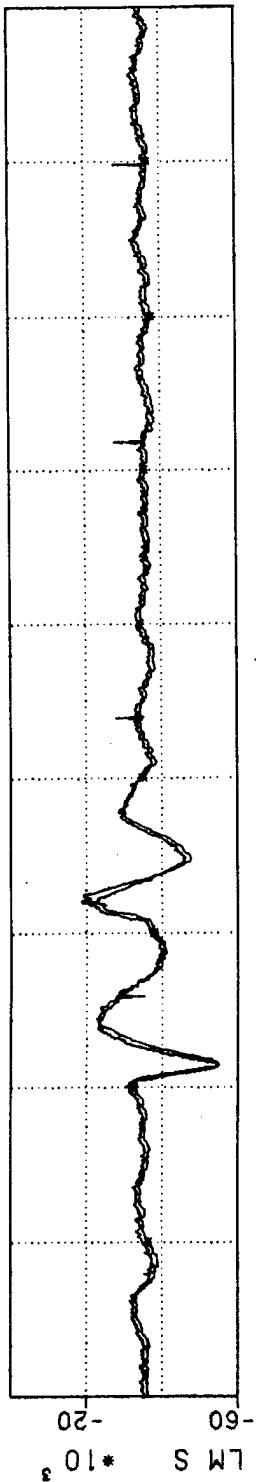
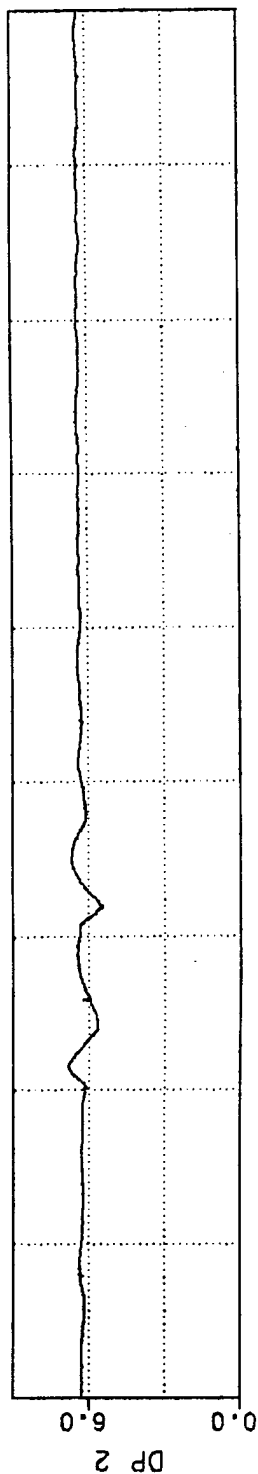


DELTA T (MSEC) = 5.120

RUN NO. 32 PAGE NO. 2

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

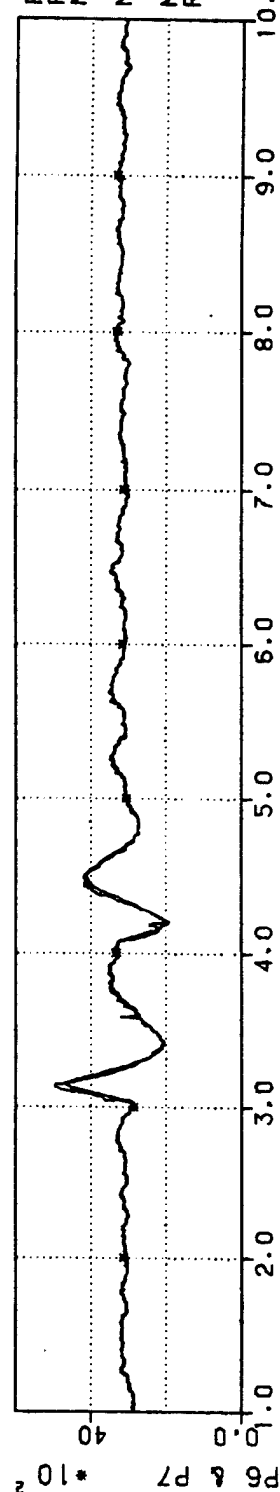
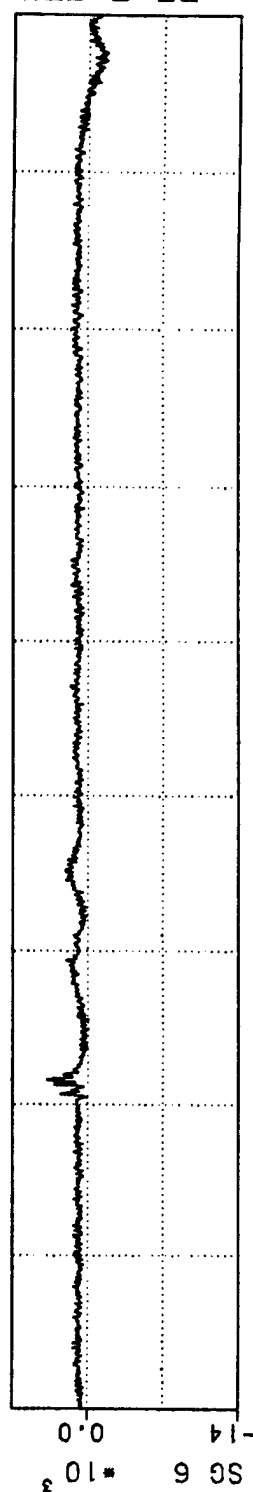
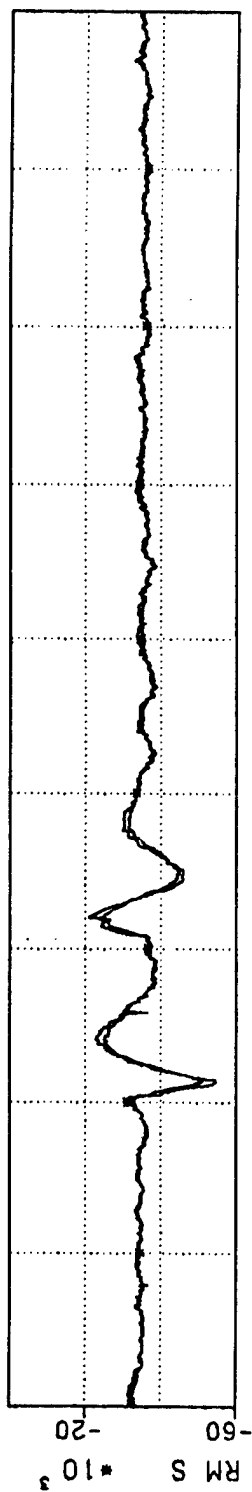
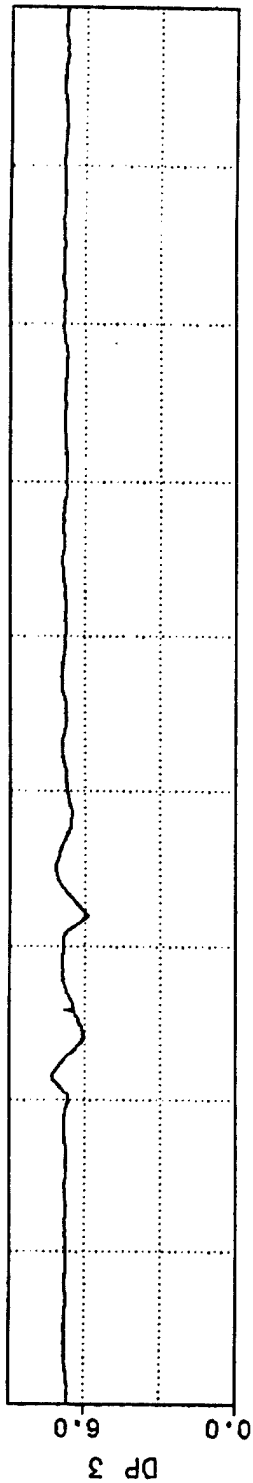
40 KNOTS : SINGLE BUMP : HEAVY WEIGHT



TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 32 PAGE NO. 3

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

40 KNOTS : SINGLE BUMP : HEAVY WEIGHT

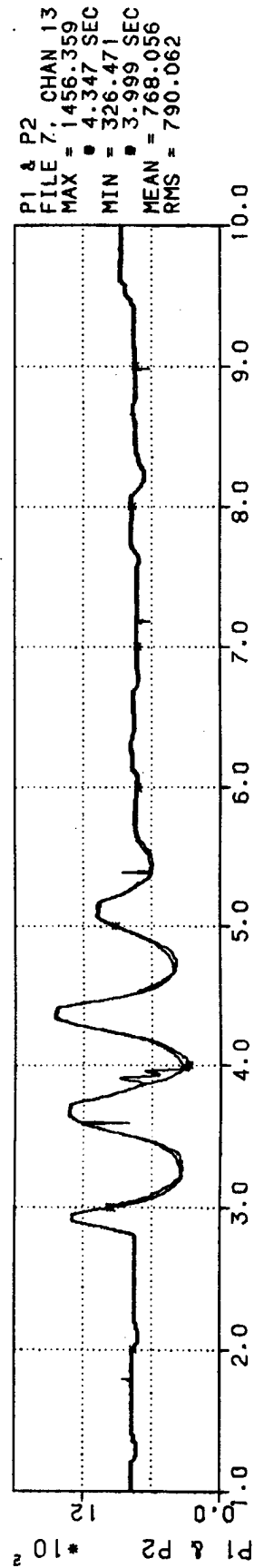
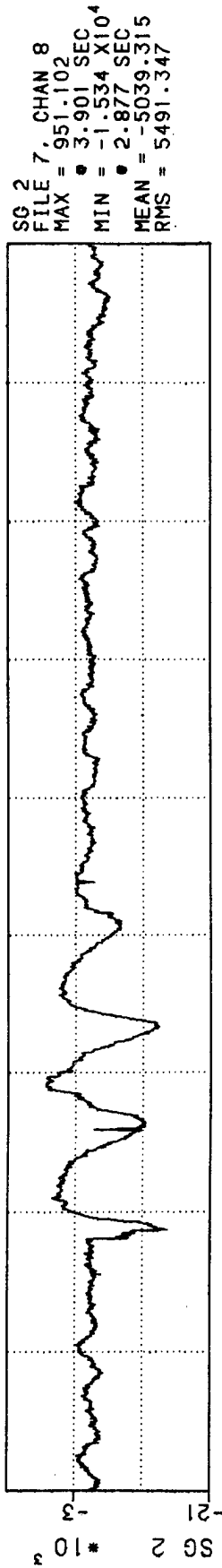
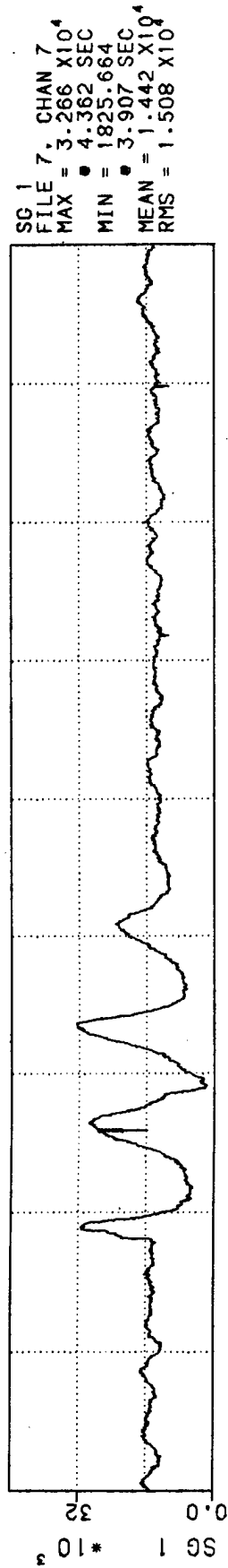
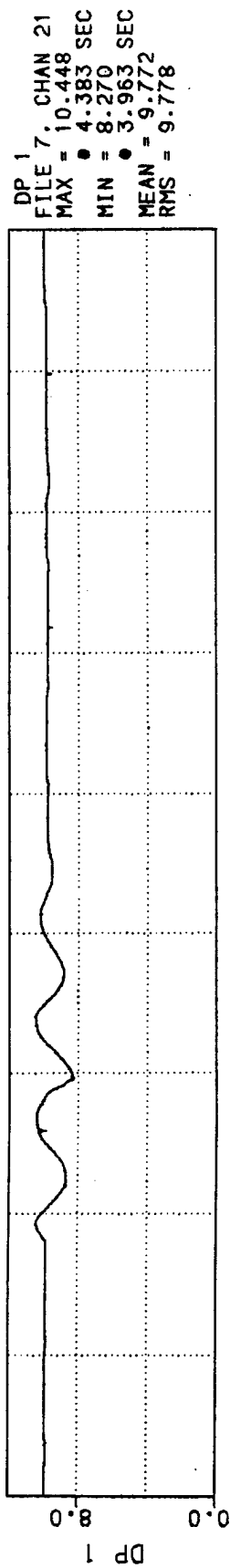


TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 32 PAGE NO. 4

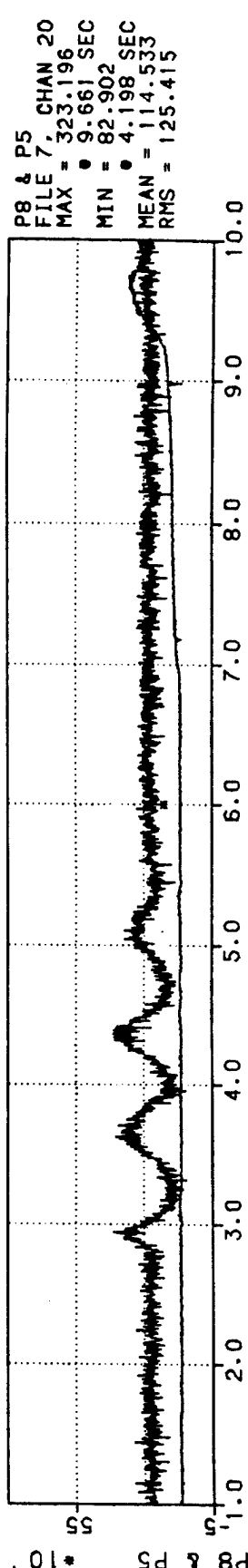
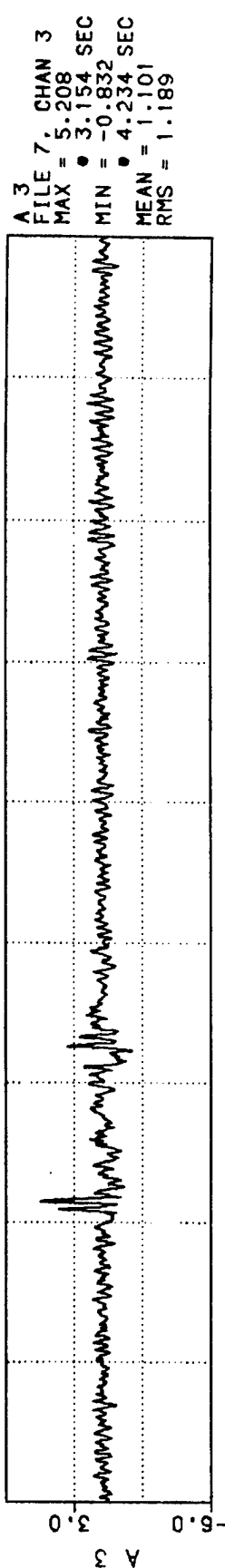
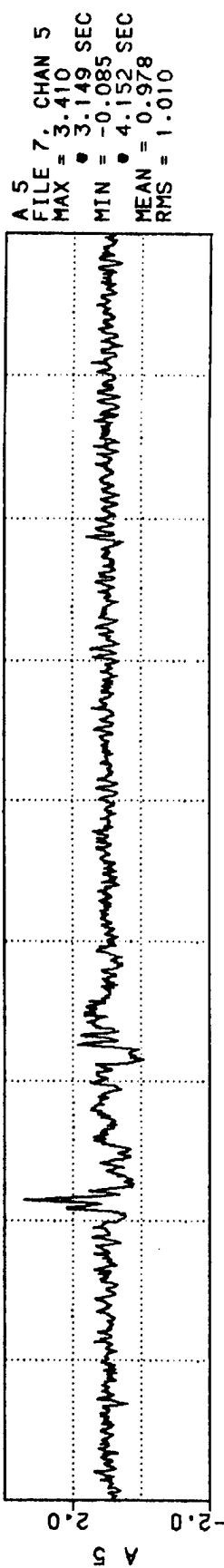
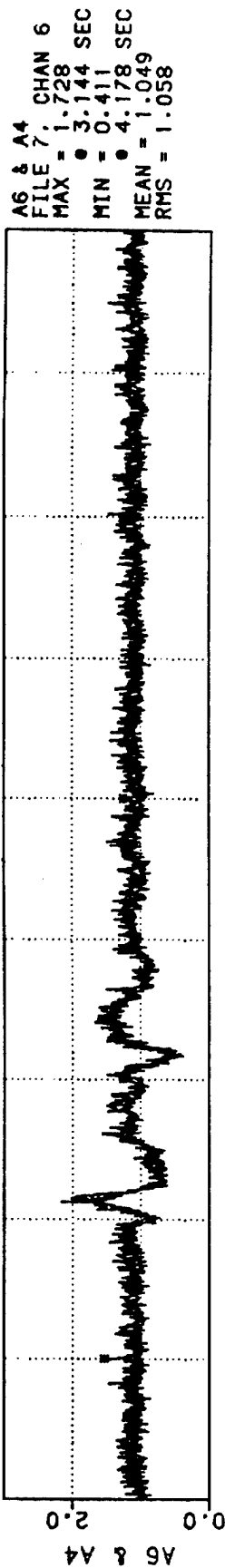
A-7D HAVE BOUNCE TEST: WHITEMAN AFB 40 KNOTS : SINGLE BUMP : HEAVY WEIGHT



TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 32 PAGE NO. 5

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

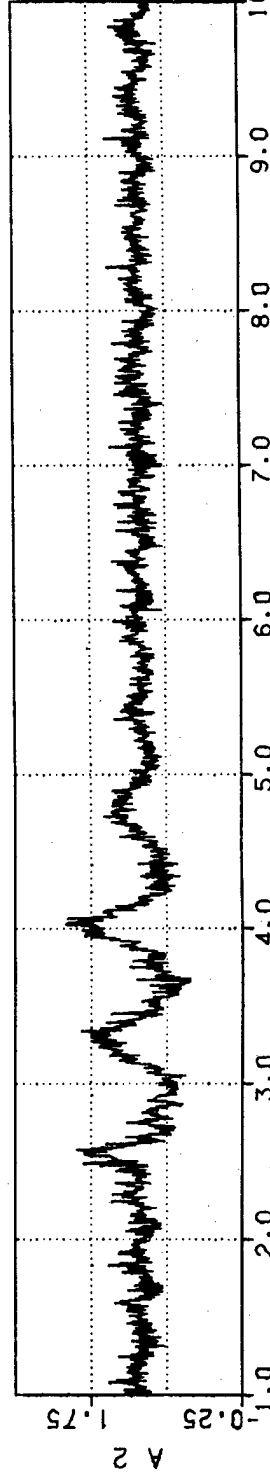
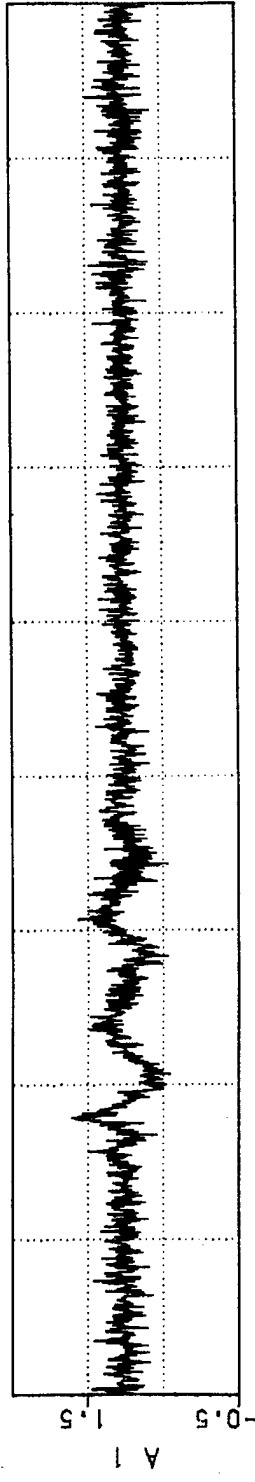
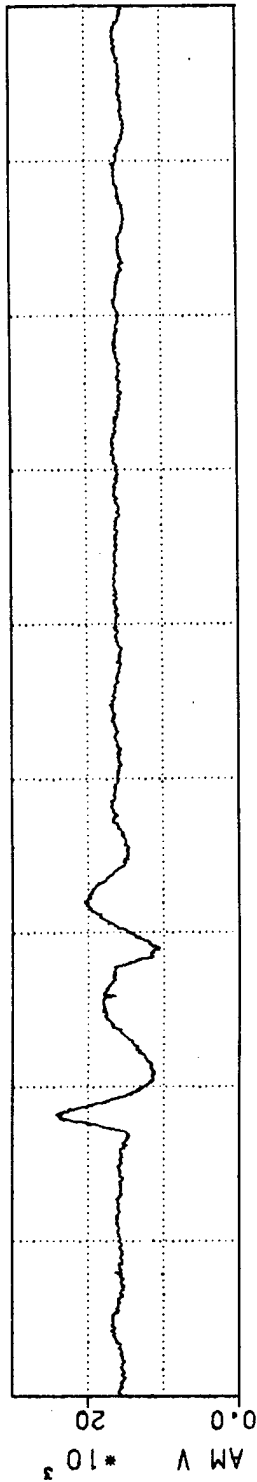
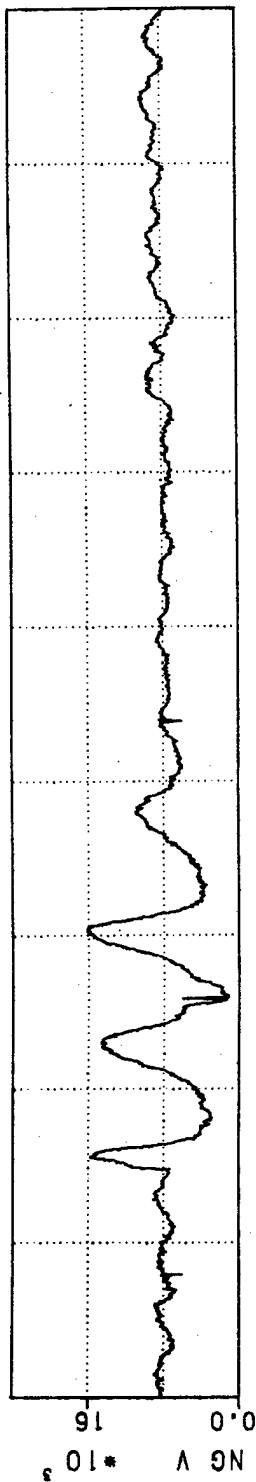
40 KNOTS : SINGLE BUMP : HEAVY WEIGHT



TIME - SECONDS
RUN NO. 32
PAGE NO. 6
DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

40 KNOTS : SINGLE BUMP : HEAVY WEIGHT



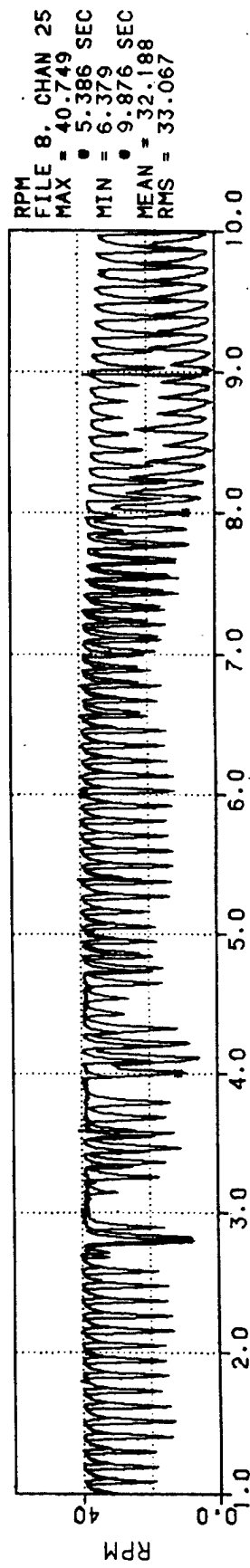
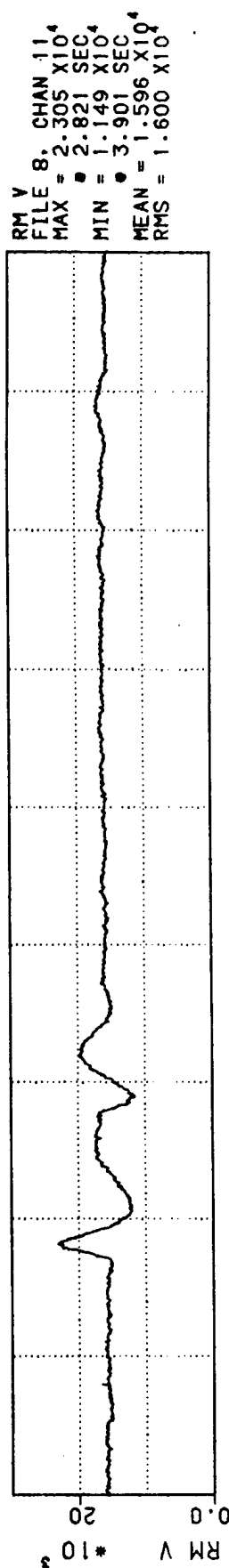
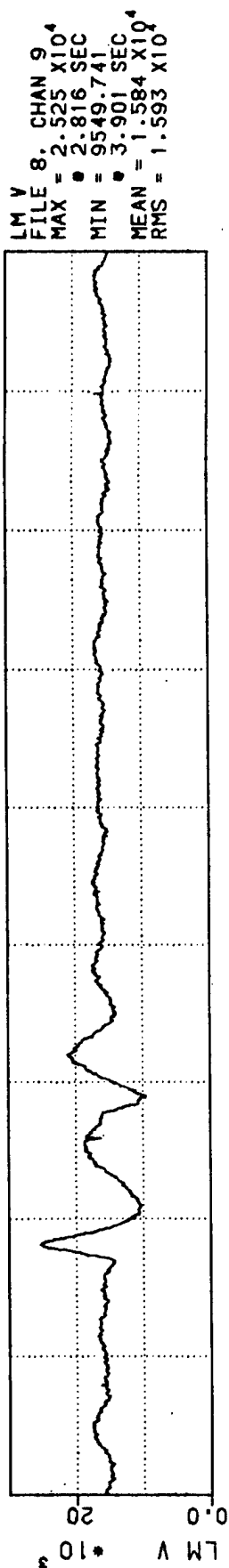
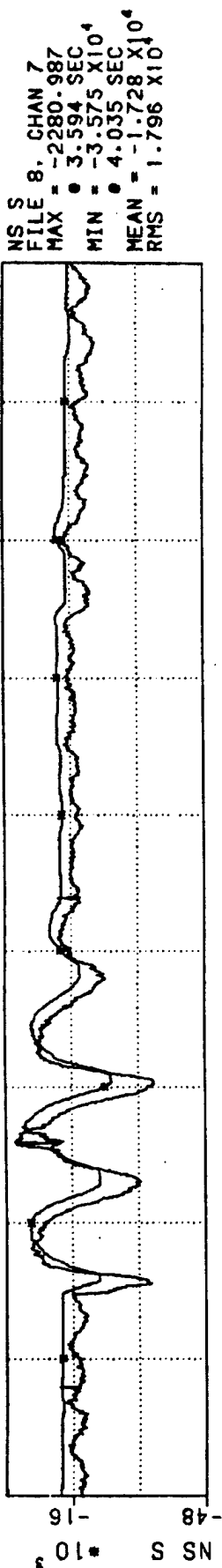
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 33 PAGE NO. 1

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

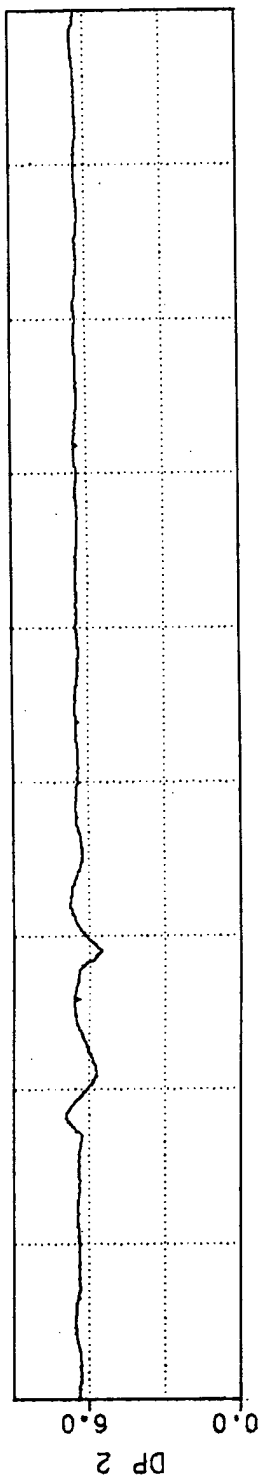
40 KNOTS : SINGLE BUMP : HEAVY WEIGHT



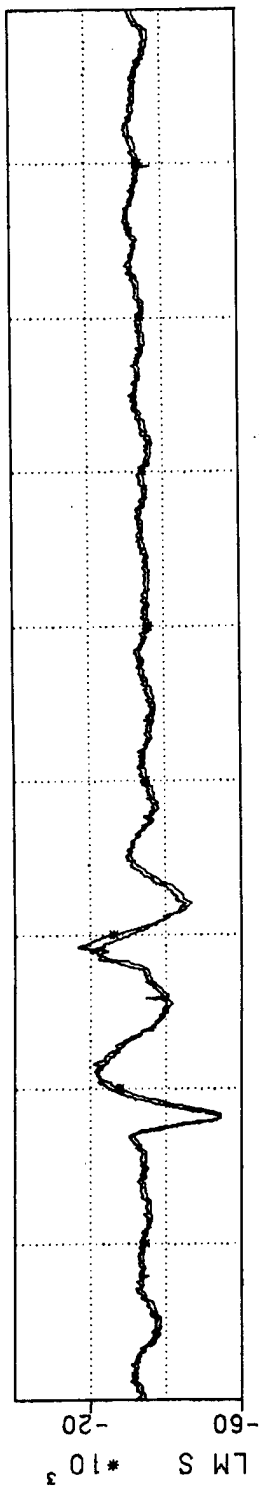
TIME - SECONDS
RUN NO. 33
PAGE NO. 2
DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

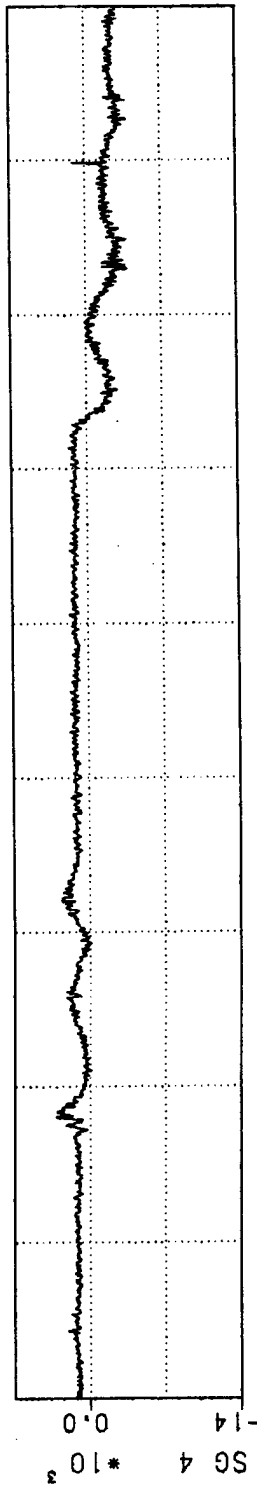
40 KNOTS : SINGLE BUMP : HEAVY WEIGHT



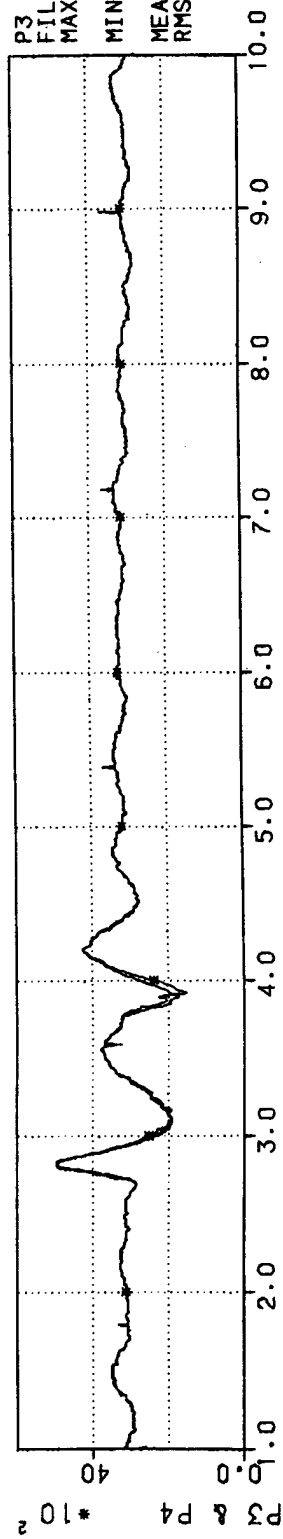
DP 2
FILE 8, CHAN 22
MAX = 6.904
MIN = 5.507
MEAN = 6.397
RMS = 6.399



LM S
FILE 8, CHAN 9
MAX = -1.996 X10⁴
MIN = -5.429 X10⁴
MEAN = -3.374 X10⁴
RMS = 3.394 X10⁴



SG 4
FILE 8, CHAN 10
MAX = 3206.113
MIN = -3878.844
MEAN = 8.494 SEC
RMS = 1548.040



P3 & P4
FILE 8, CHAN 15
MAX = 4946.397
MIN = 1718.512
MEAN = 3138.654
RMS = 3160.279

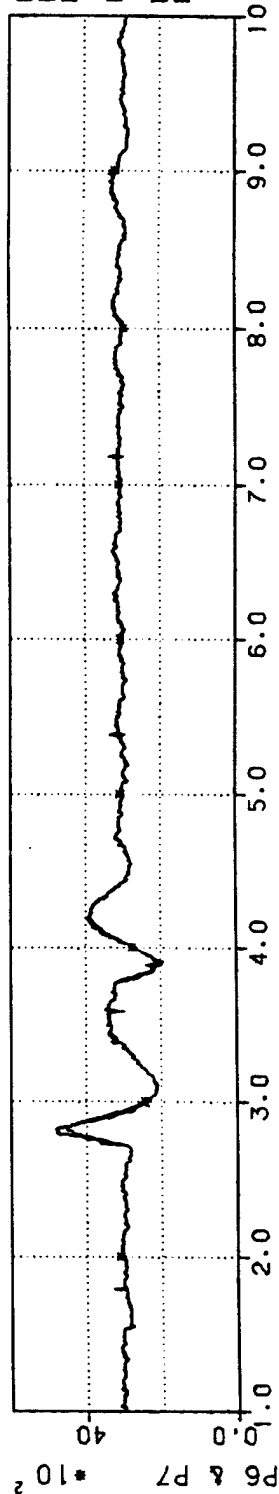
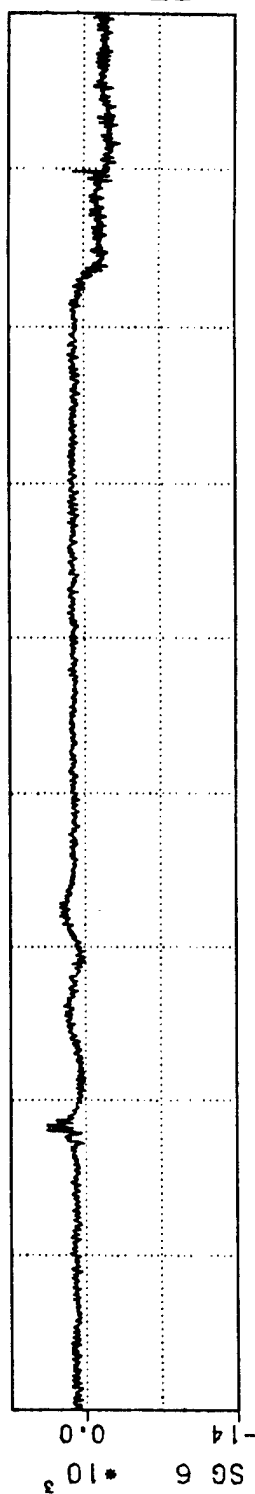
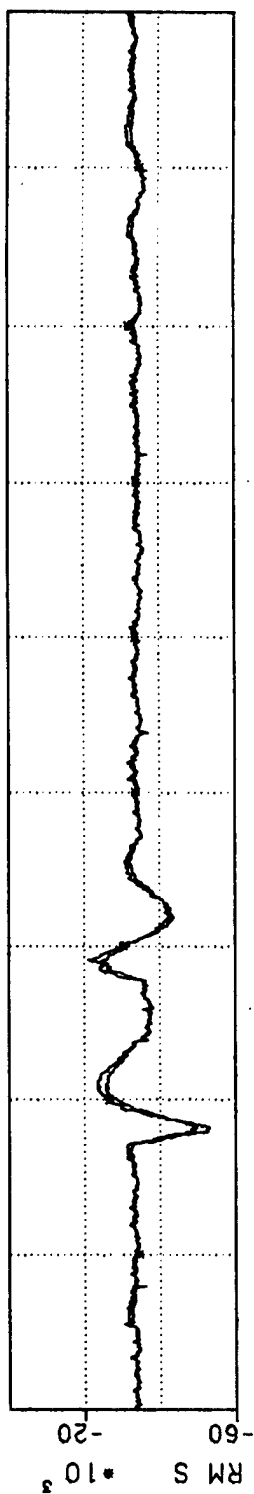
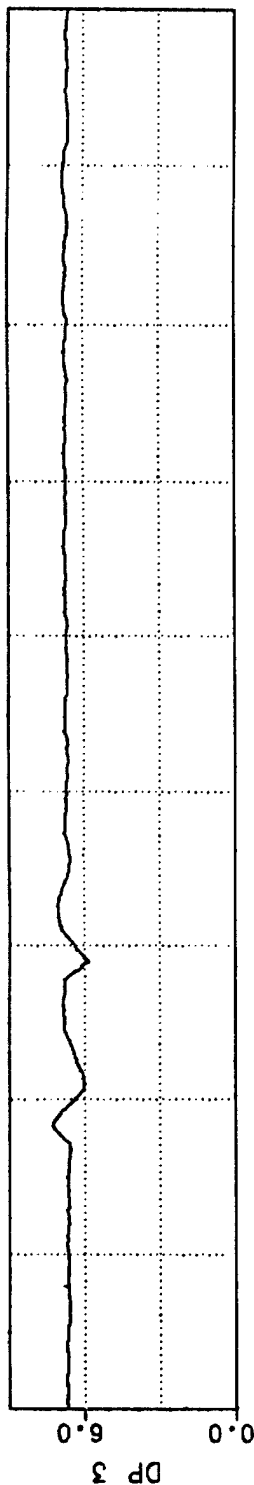
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 33 PAGE NO. 3

A-7D HAVE BOUNCE TEST: WHITE MAN AFB

40 KNOTS : SINGLE BUMP : HEAVY WEIGHT



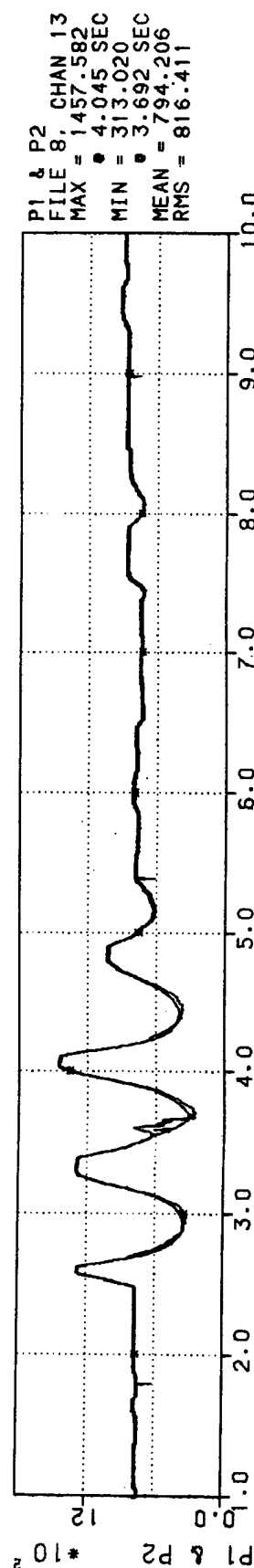
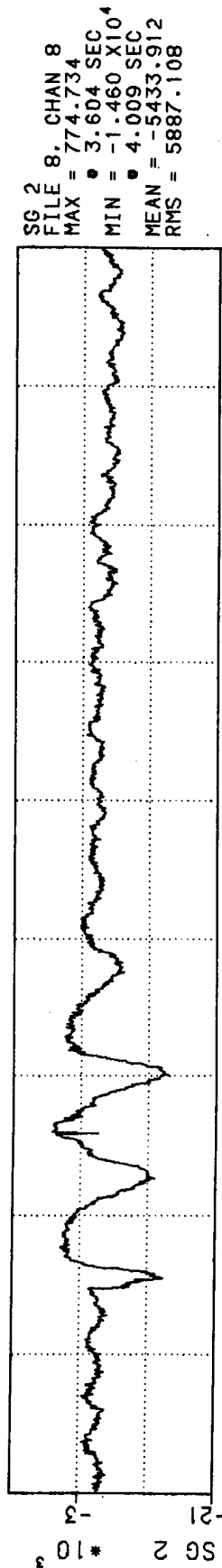
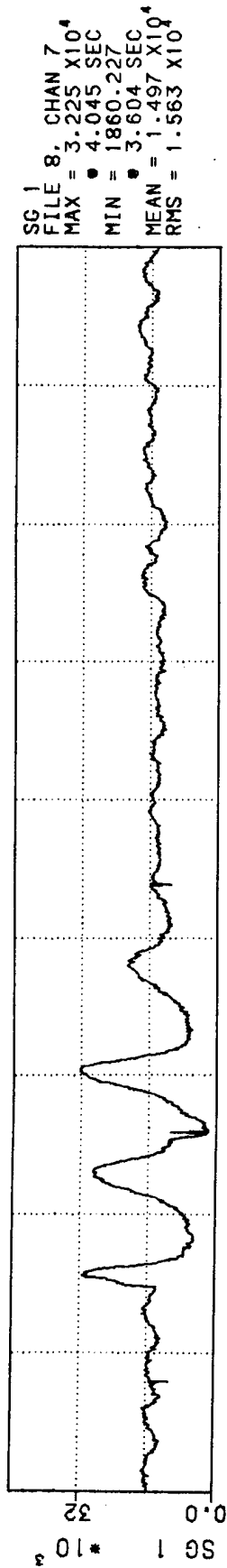
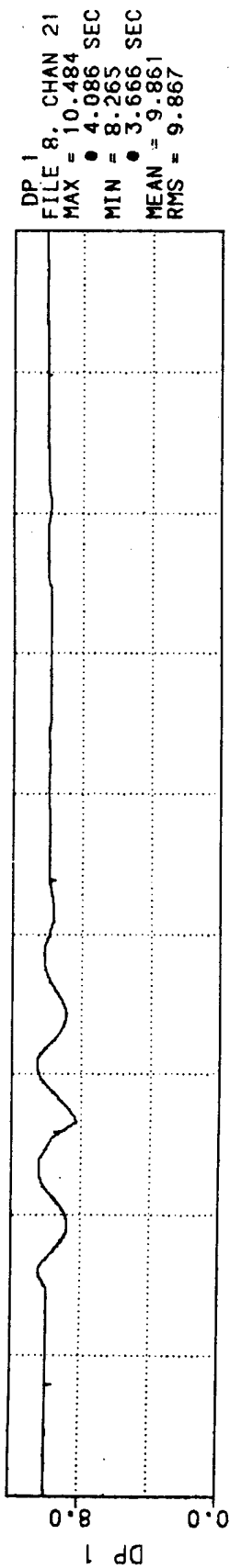
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 33 PAGE NO. 4

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

40 KNOTS : SINGLE BUMP : HEAVY WEIGHT



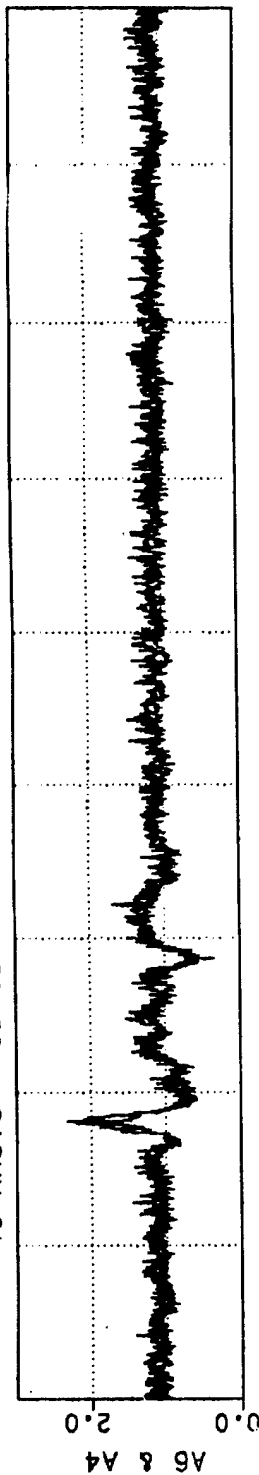
TIME - SECONDS

DELTA T (MSEC) = 5.120

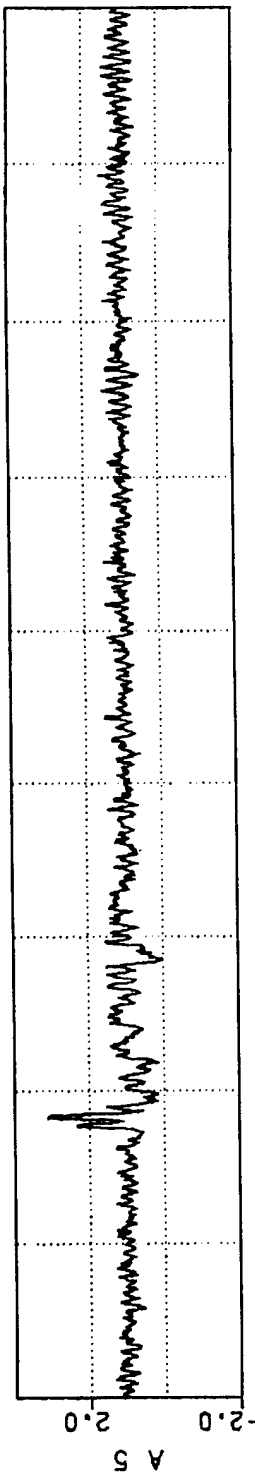
RUN NO. 33 PAGE NO. 5

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

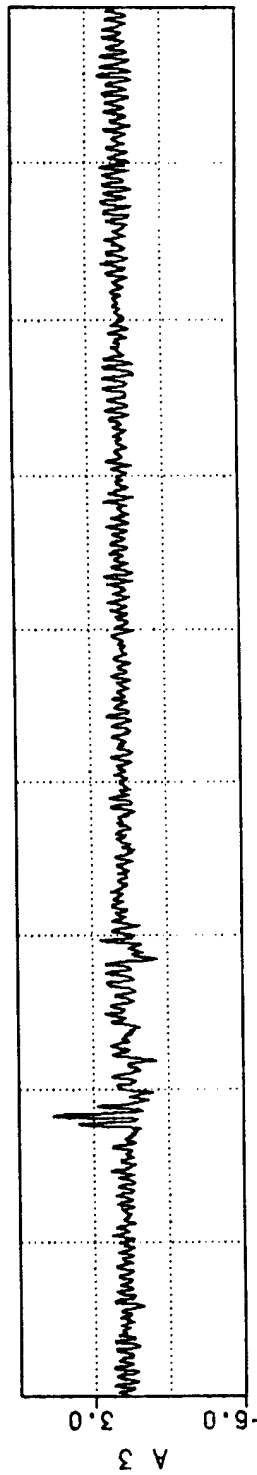
40 KNOTS : SINGLE BUMP : HEAVY WEIGHT



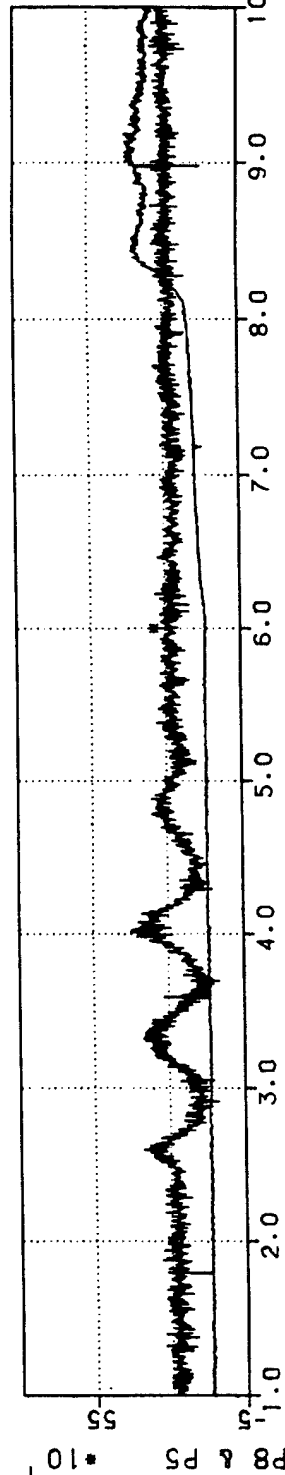
A6 & A4
FILE 8, CHAN 6
MAX = 1.751
MIN = 2.806 SEC
MEAN = 0.535 SEC
RMS = 1.045
RHS = 1.053



A 5
FILE 8, CHAN 5
MAX = 3.105
MIN = 2.826 SEC
MEAN = -7.484 X10⁻³
RMS = 0.980
RHS = 1.009



A 3
FILE 8, CHAN 3
MAX = 5.445
MIN = 2.826 SEC
MEAN = -0.871
RMS = 1.101
RHS = 1.203



P8 & P5
FILE 8, CHAN 20
MAX = 400.042
MIN = 9.180 SEC
MEAN = 82.902 SEC
RMS = 1.244 SEC
RHS = 148.248
RMS = 176.235

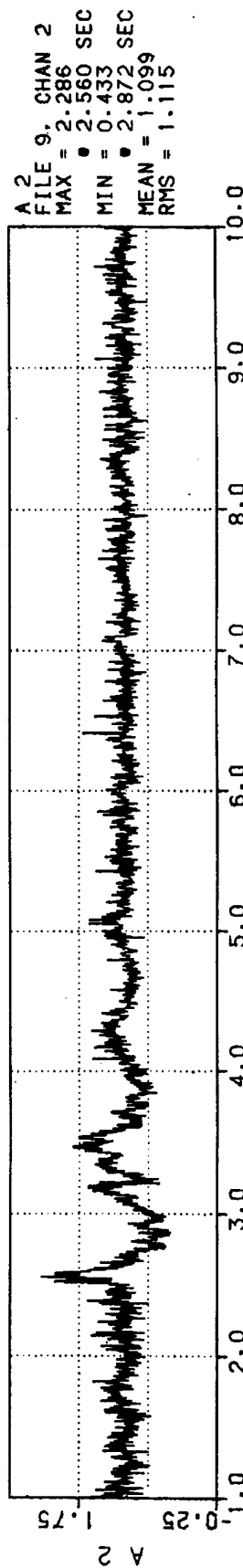
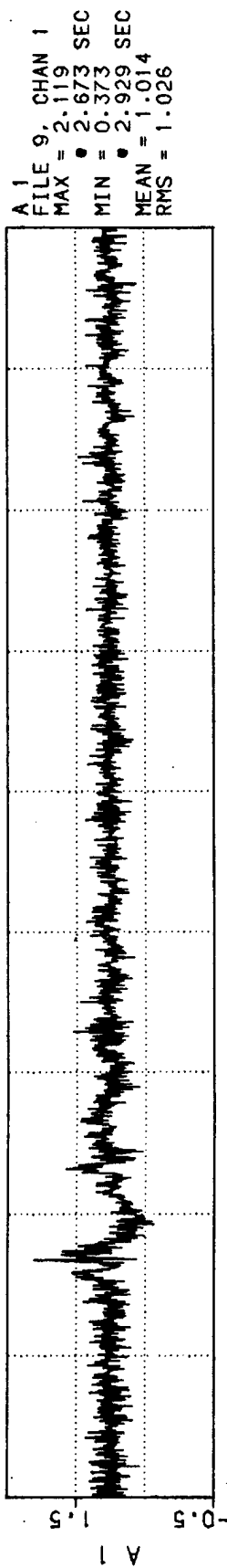
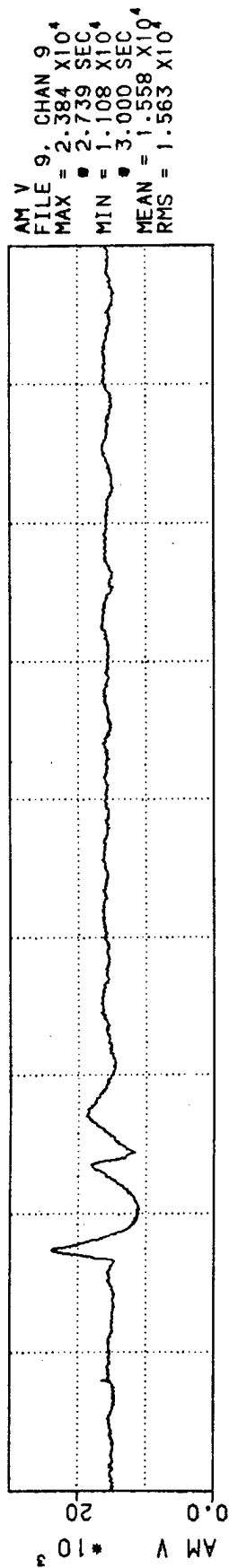
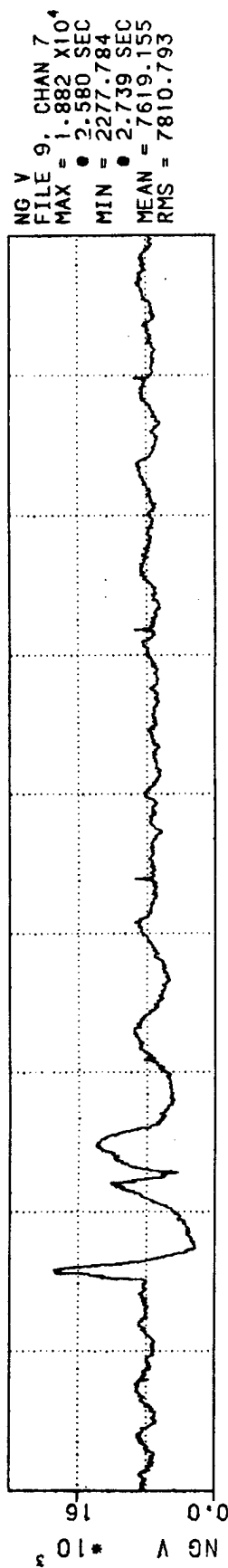
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 33 PAGE NO. 6

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

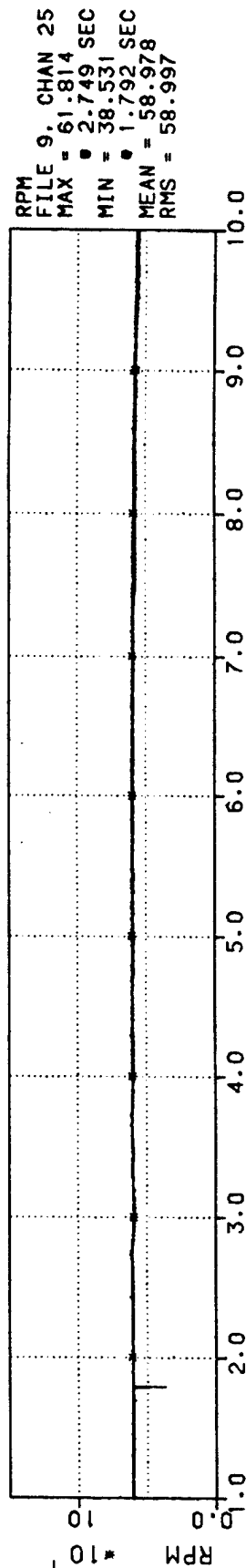
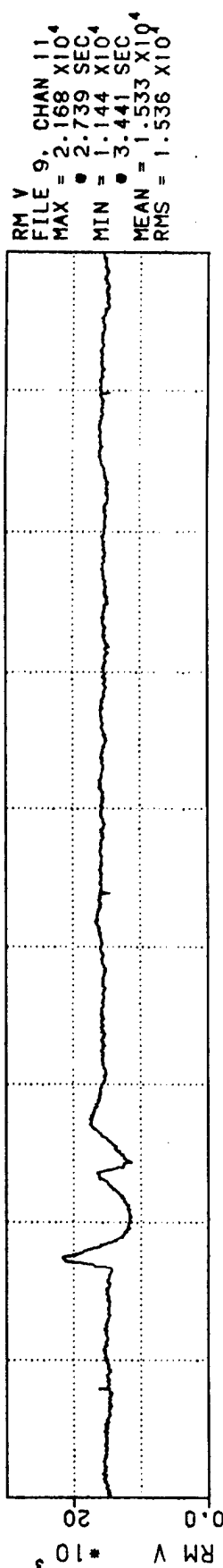
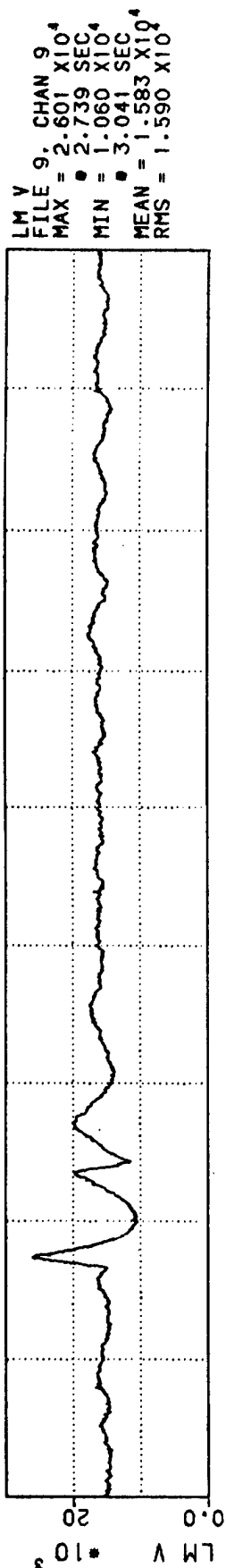
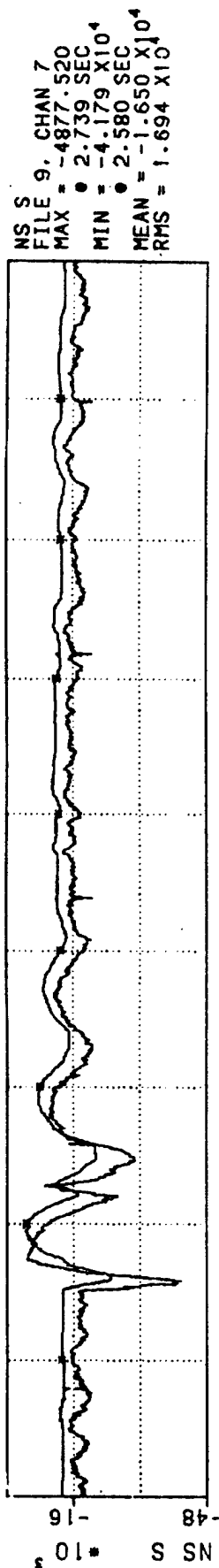
60 KNOTS - SINGLE BUMP - HEAVY WEIGHT



TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 34 PAGE NO. 1

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

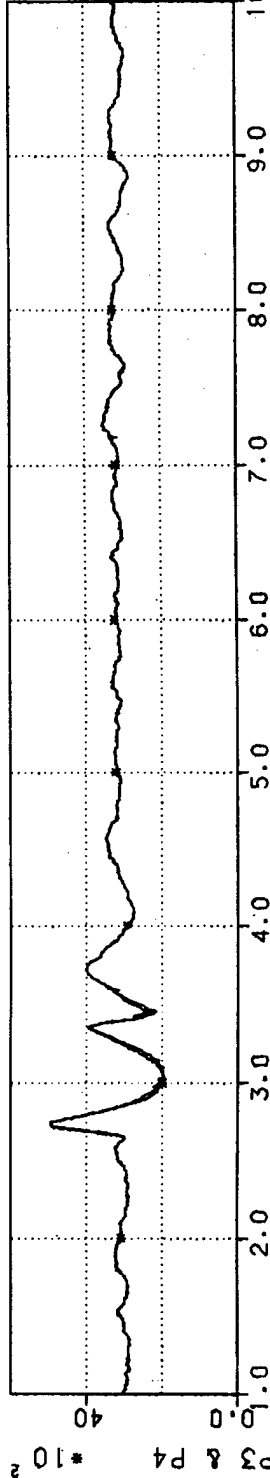
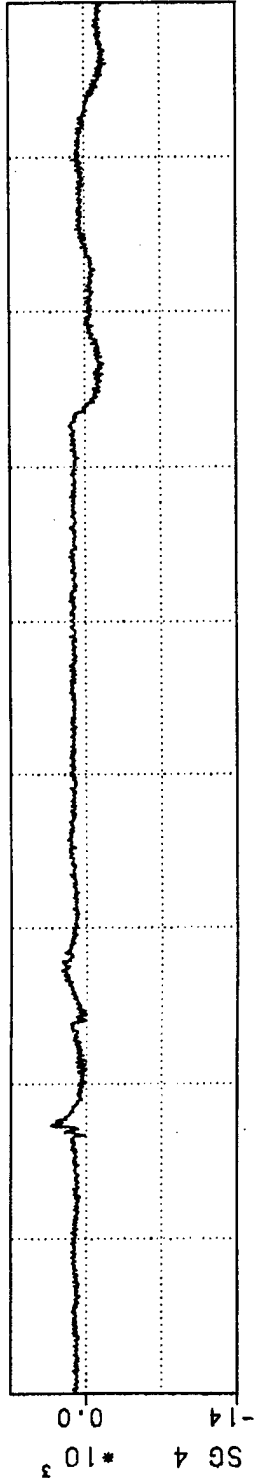
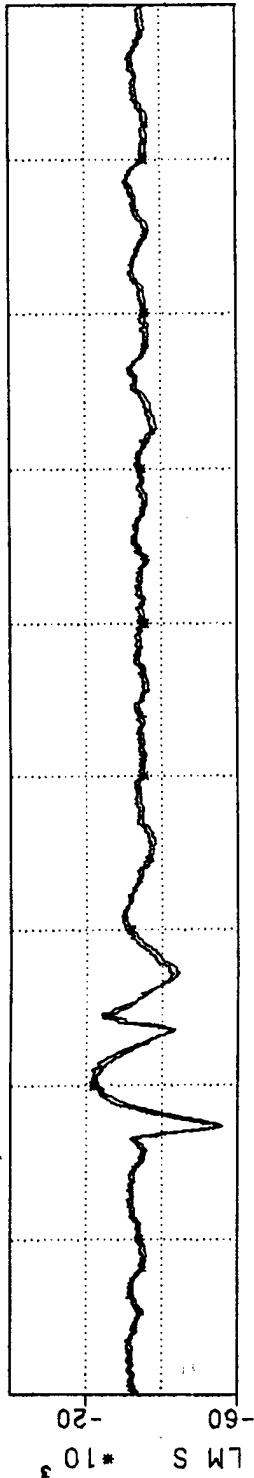
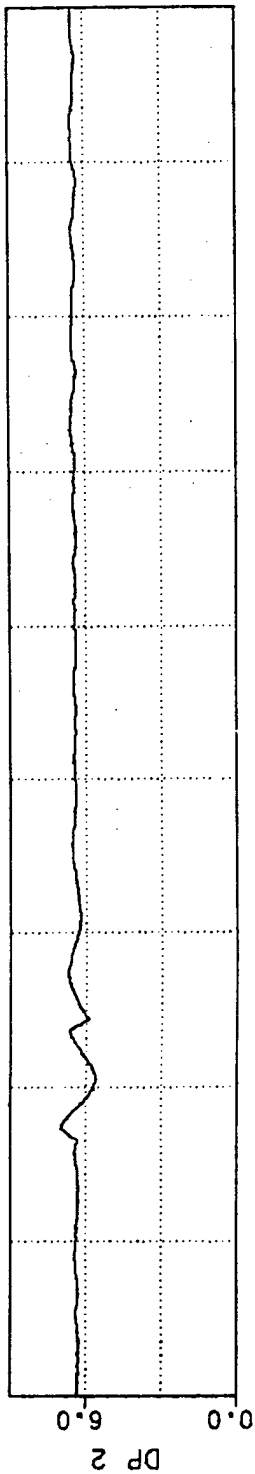
60 KNOTS : SINGLE BUMP : HEAVY WEIGHT



TIME - SECONDS
RUN NO. 34
PAGE NO. 2
DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

60 KNOTS : SINGLE BUMP : HEAVY WEIGHT



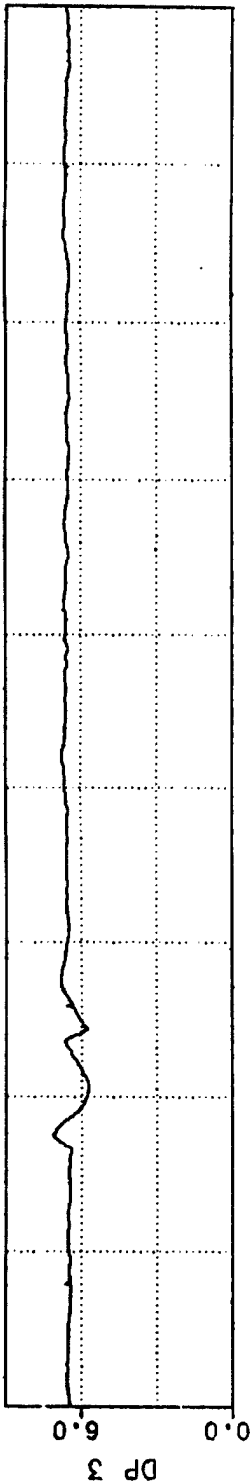
TIME - SECONDS

DELTA T (MSEC) = 5.120

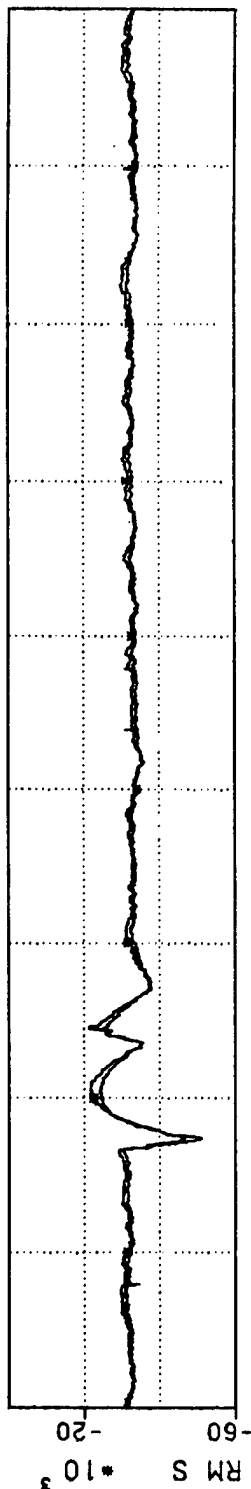
RUN NO. 34 PAGE NO. 3

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

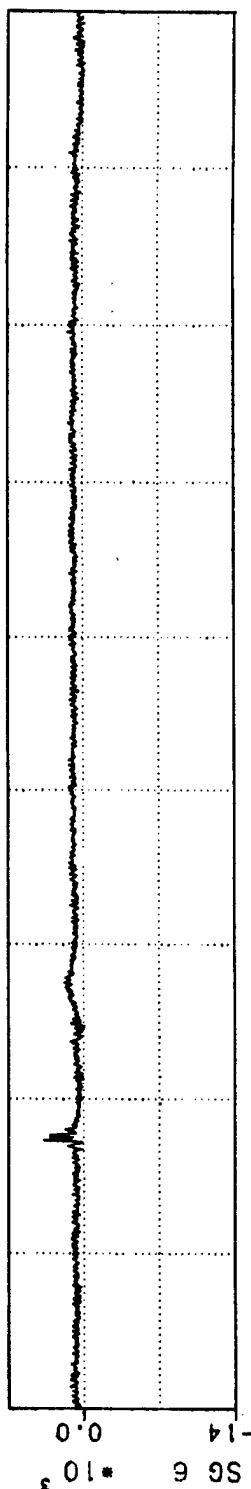
60 KNOTS : SINGLE BUMP : HEAVY WEIGHT



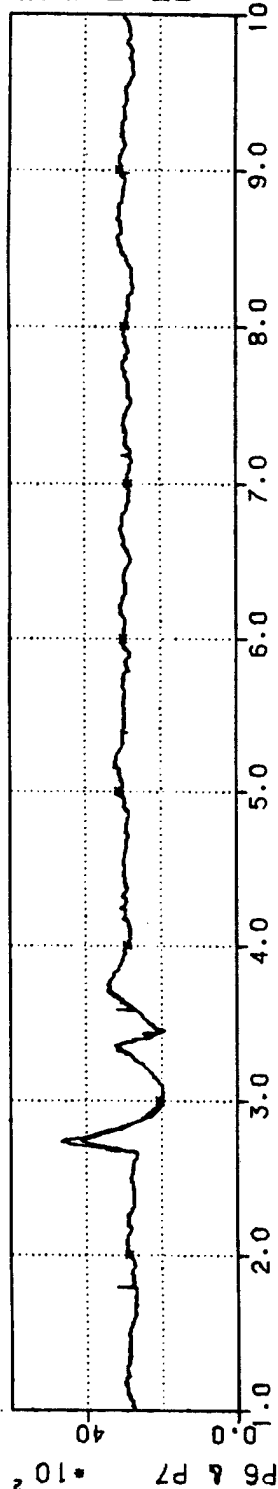
DP 3
FILE 9, CHAN 23
MAX = 7.110
MIN = 2.755 SEC
MEAN = 5.727
RMS = 3.092 SEC
RMS = 6.534



RM S
FILE 9, CHAN 11
MAX = -2.404 X10⁴
MIN = 3.441 SEC
MEAN = -4.678 X10⁴
RMS = 2.739 SEC
RMS = -3.274 X10⁴
RMS = 3.282 X10⁴



SG 6
FILE 9, CHAN 12
MAX = 3717.793
MIN = 2.734 SEC
MEAN = -180.617
RMS = 9.672 SEC
RMS = 762.749
RMS = 822.536



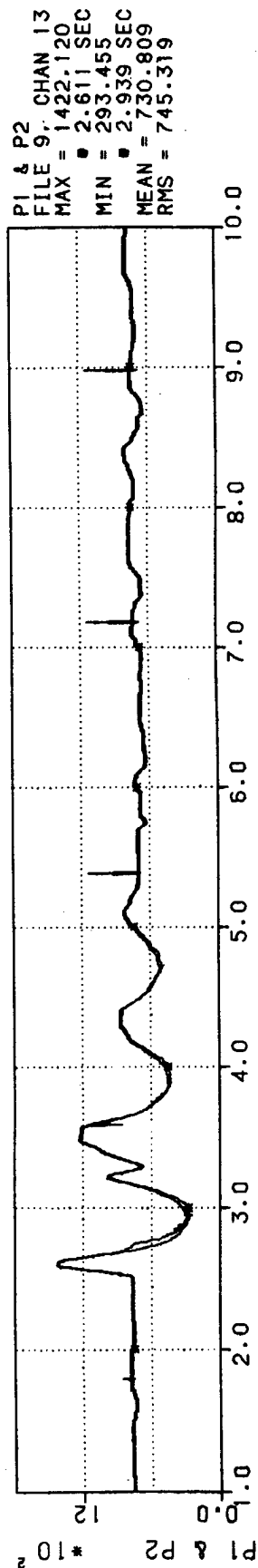
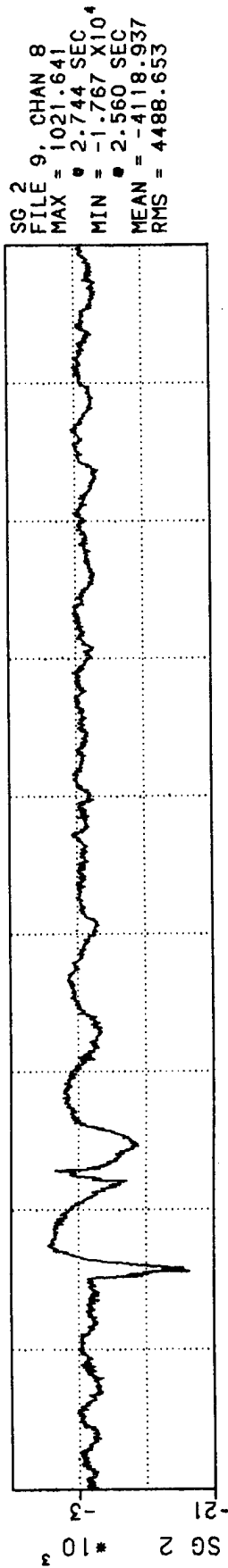
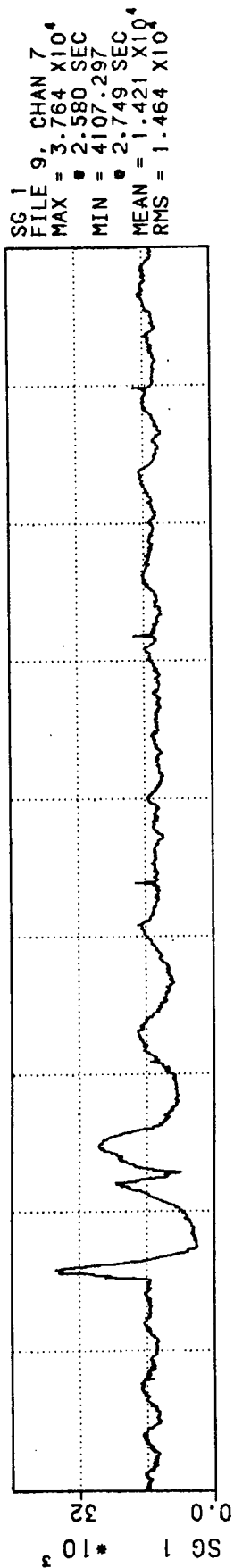
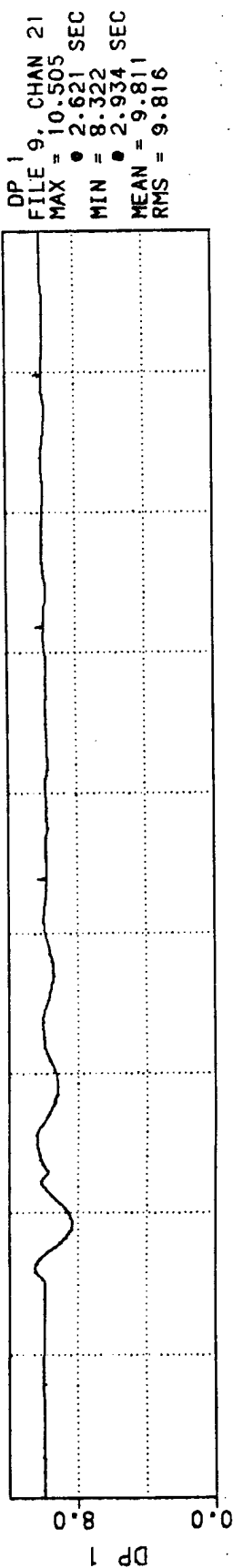
P6 & P7
FILE 9, CHAN 18
MAX = 4150.025
MIN = 2.749 SEC
MEAN = 1949.719
RMS = 3.052 SEC
RMS = 2874.431
RMS = 2884.117

TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 34 PAGE NO. 4

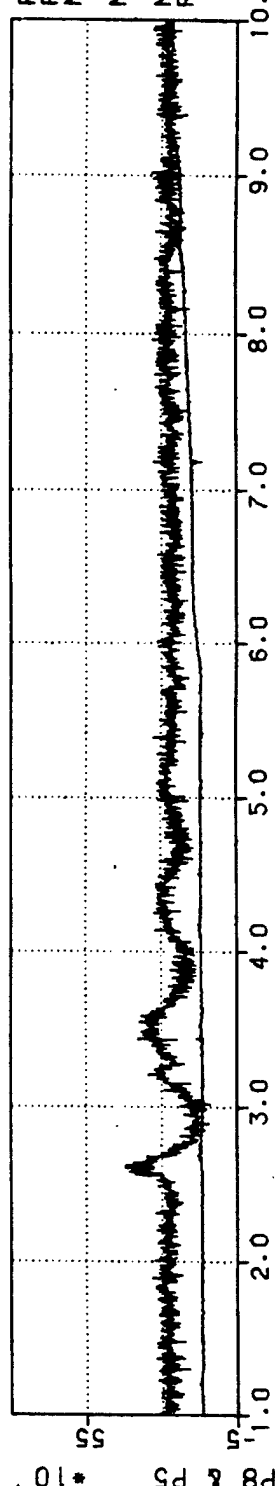
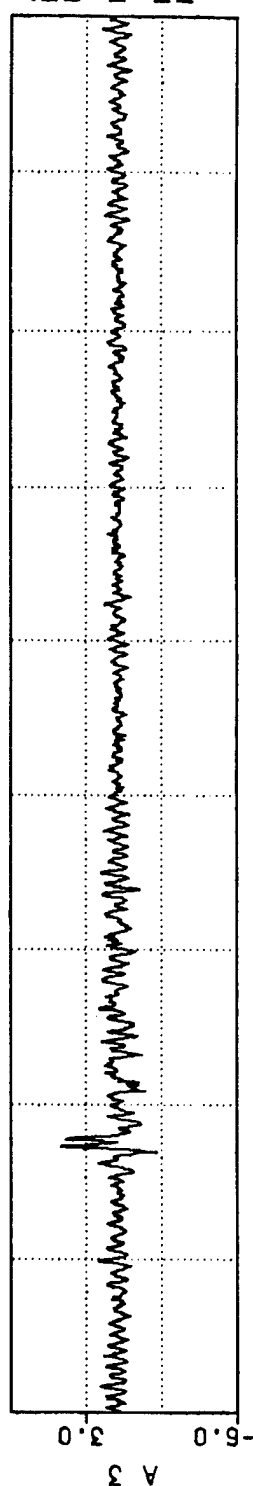
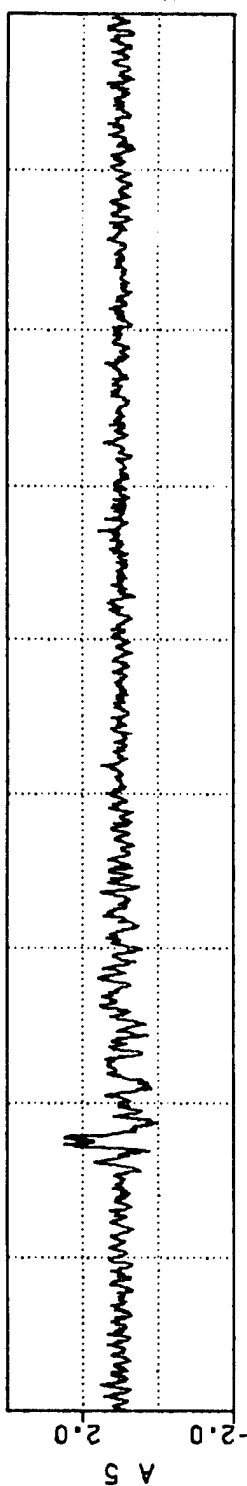
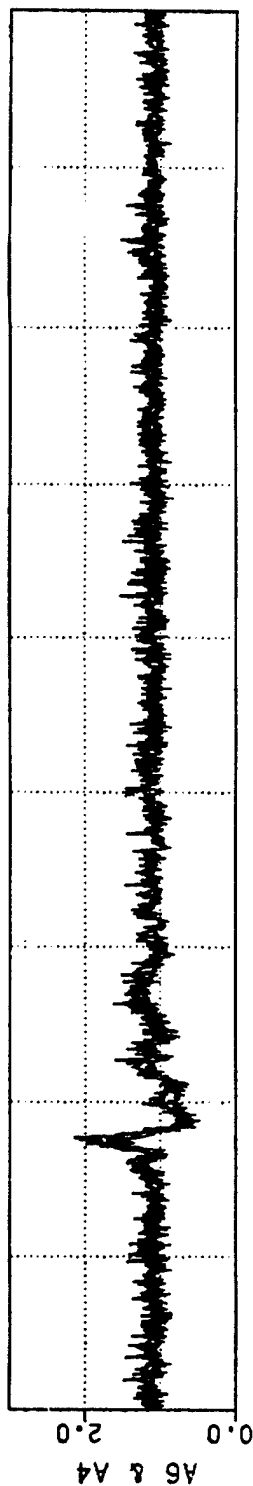
A-7D HAVE BOUNCE TEST: WHITEMAN AFB 60 KNOTS : SINGLE BUMP : HEAVY WEIGHT



TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 34 PAGE NO. 5

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

60 KNOTS : SINGLE BUMP : HEAVY WEIGHT



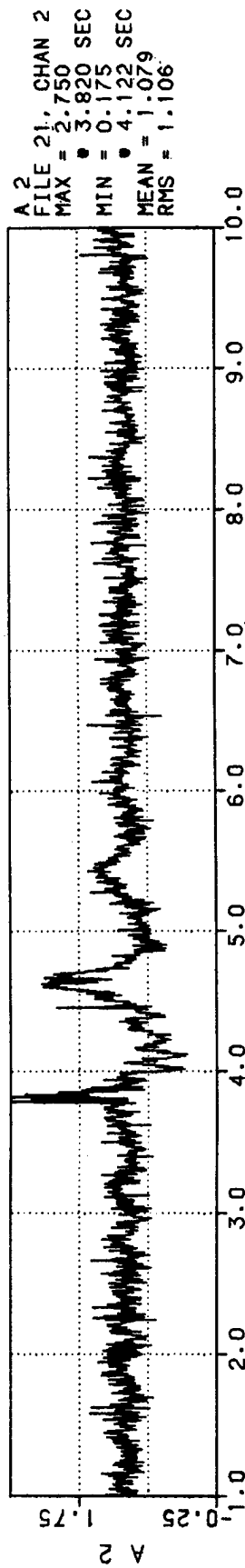
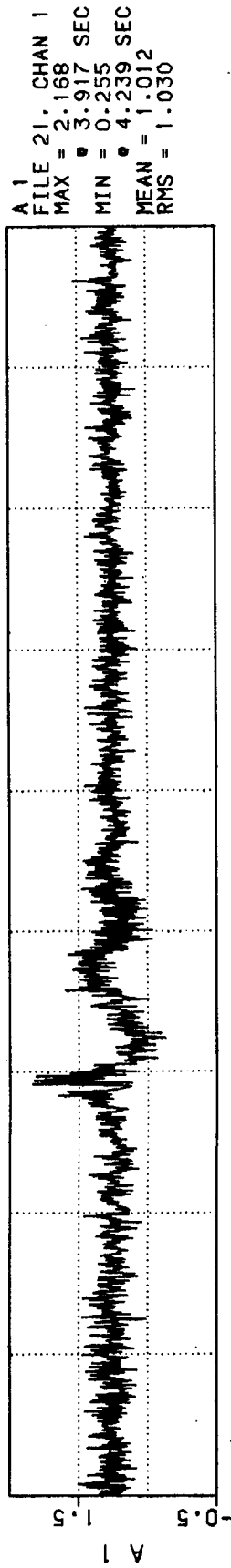
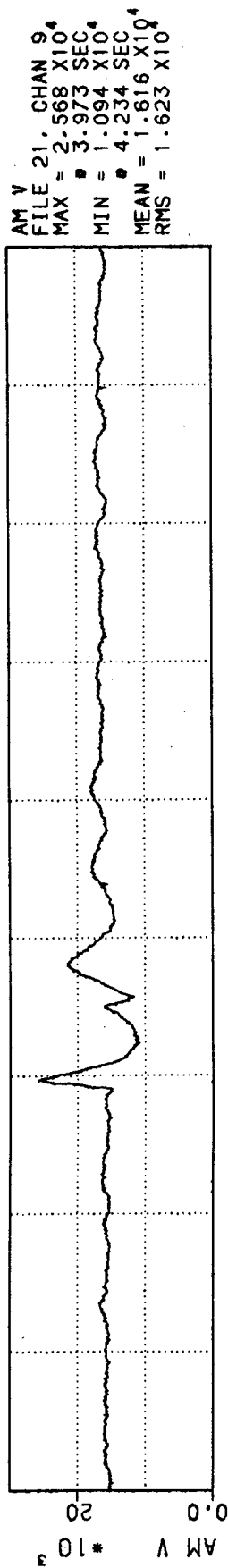
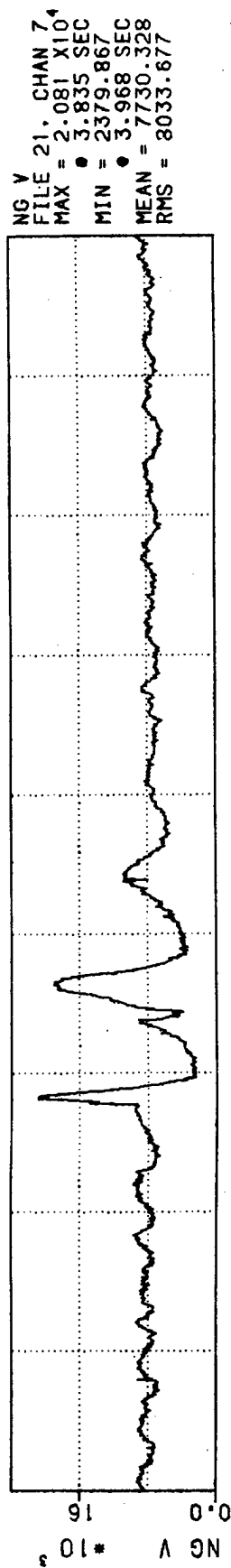
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 34 PAGE NO. 6

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

70 KNOTS : SINGLE BUMP : HEAVY WEIGHT

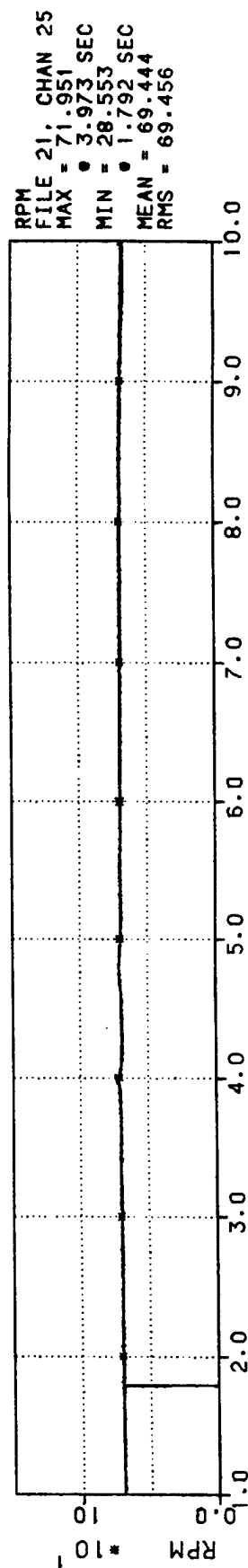
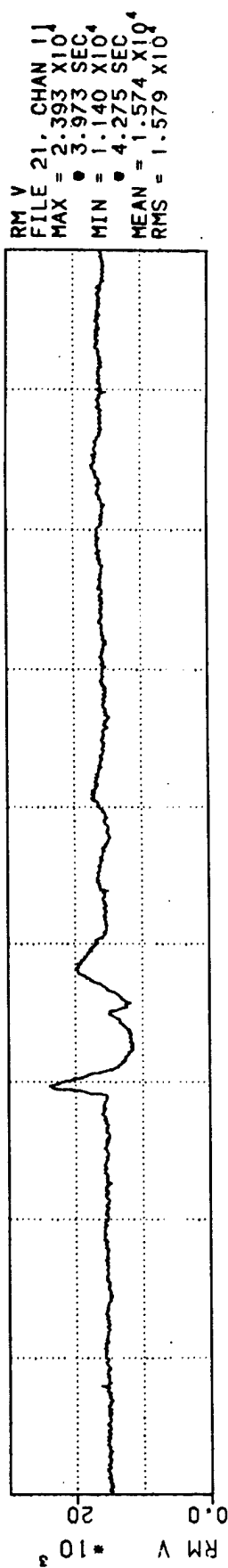
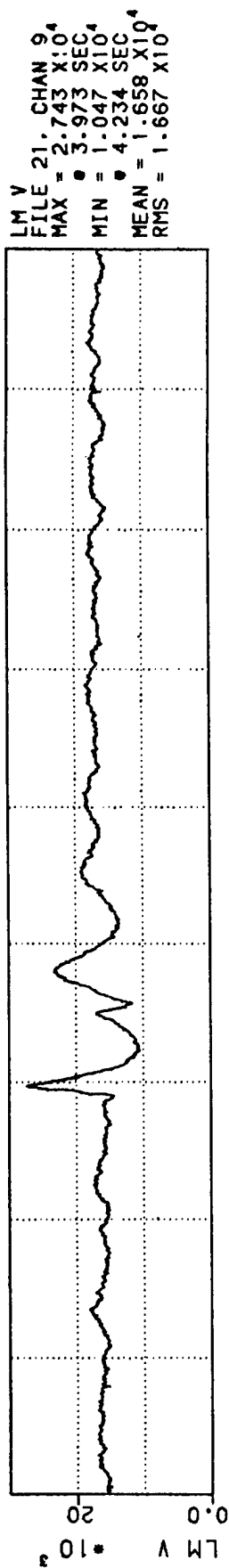
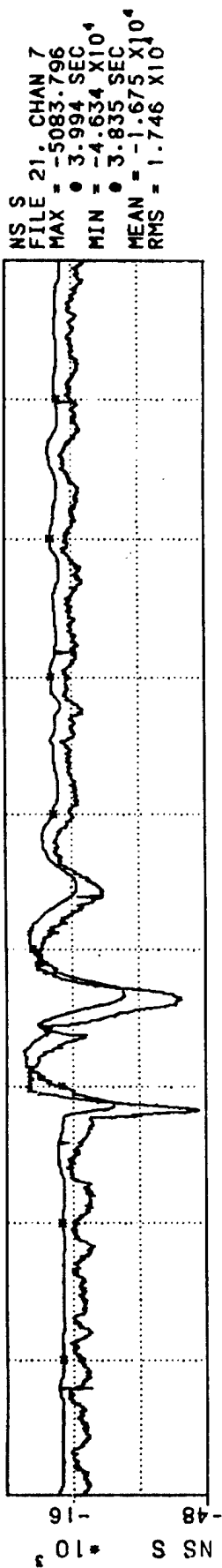


TIME - SECONDS
 DELTA T (MSEC) = 5.120

RUN NO. 35 PAGE NO. 1

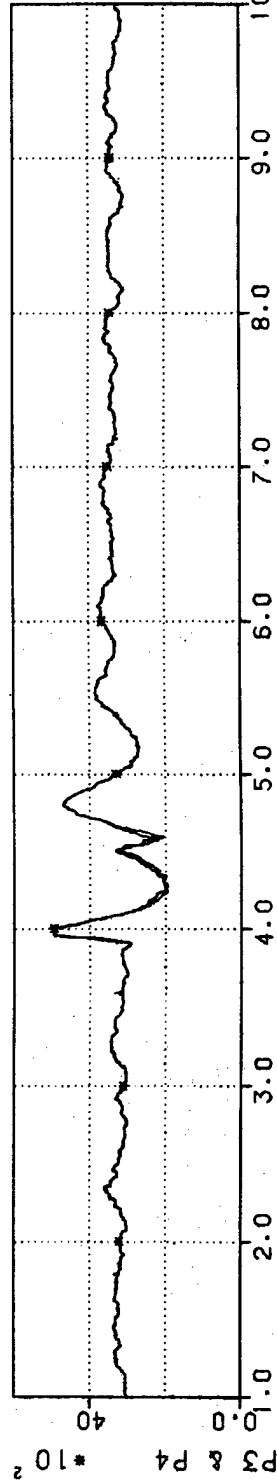
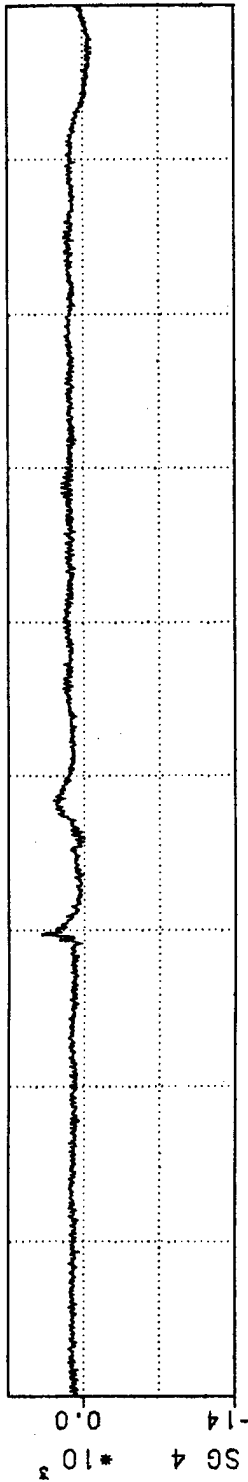
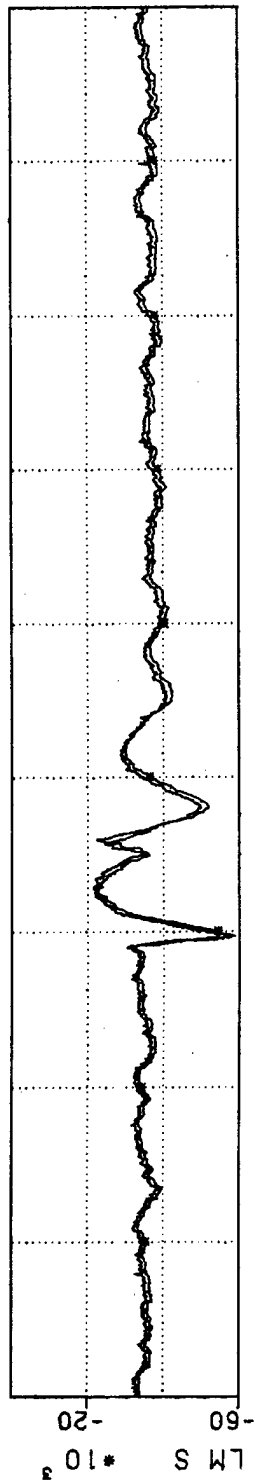
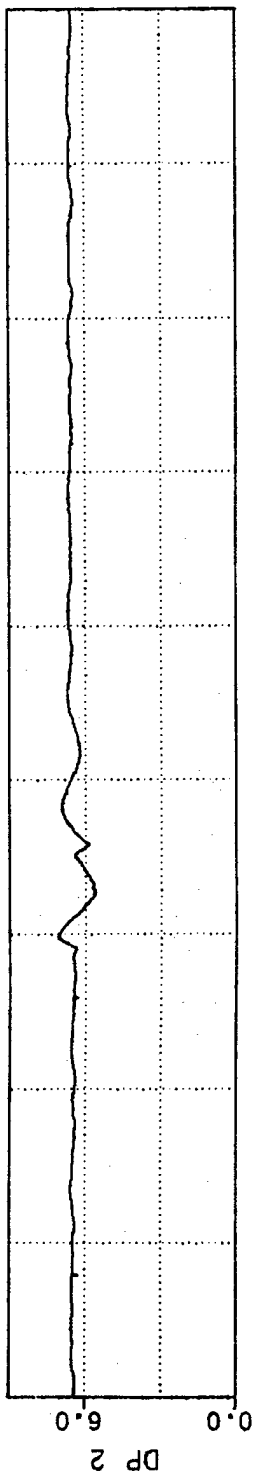
A-7D HAVE BOUNCE TEST: WHITEMAN AFB

70 KNOTS : SINGLE BUMP : HEAVY WEIGHT



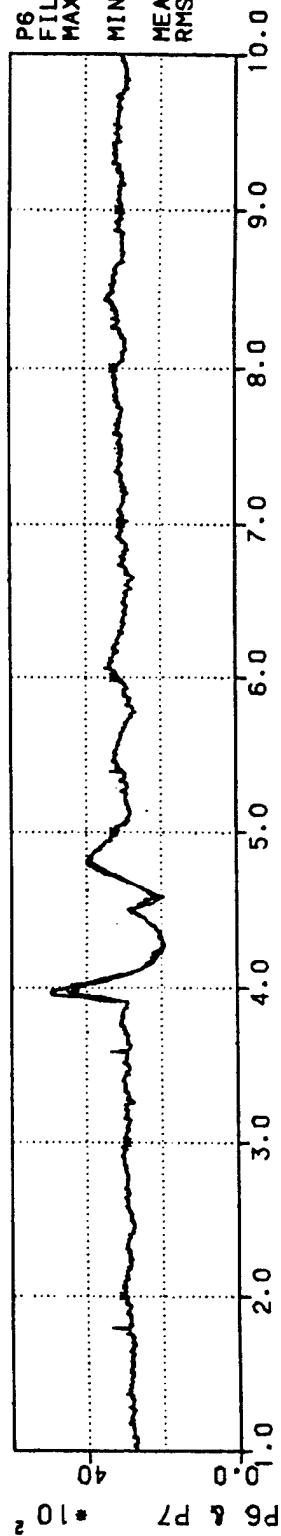
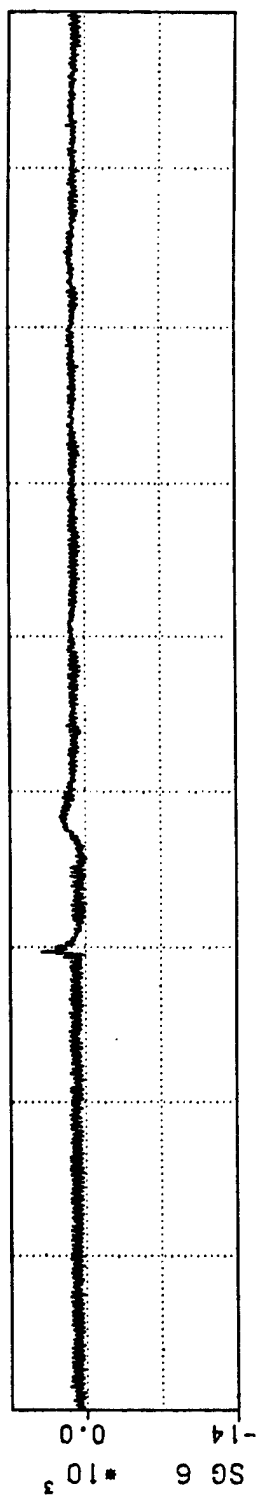
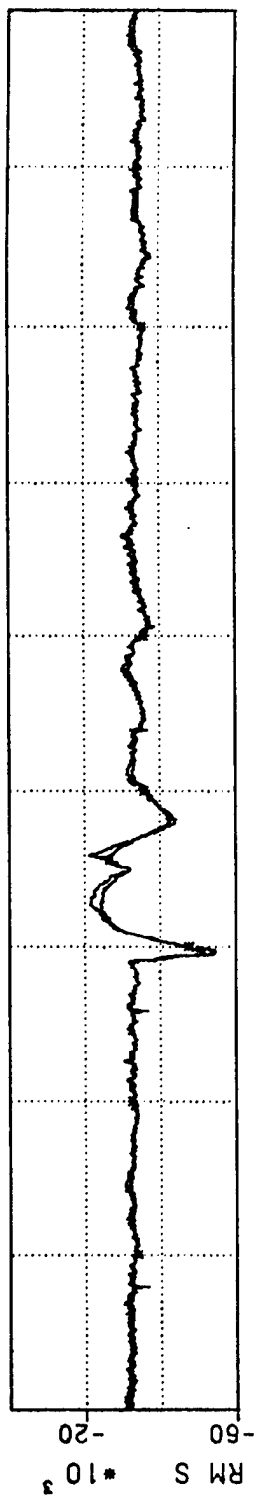
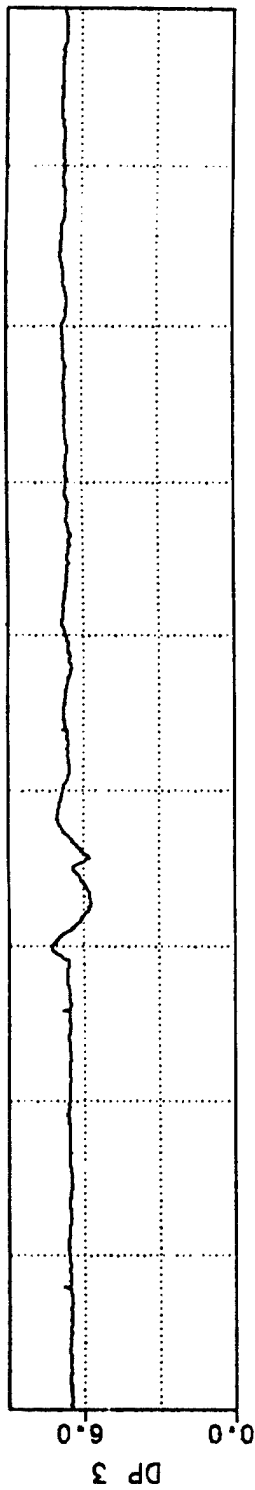
TIME - SECONDS
RUN NO. 35
PAGE NO. 2
DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB 70 KNOTS : SINGLE BUMP : HEAVY WEIGHT



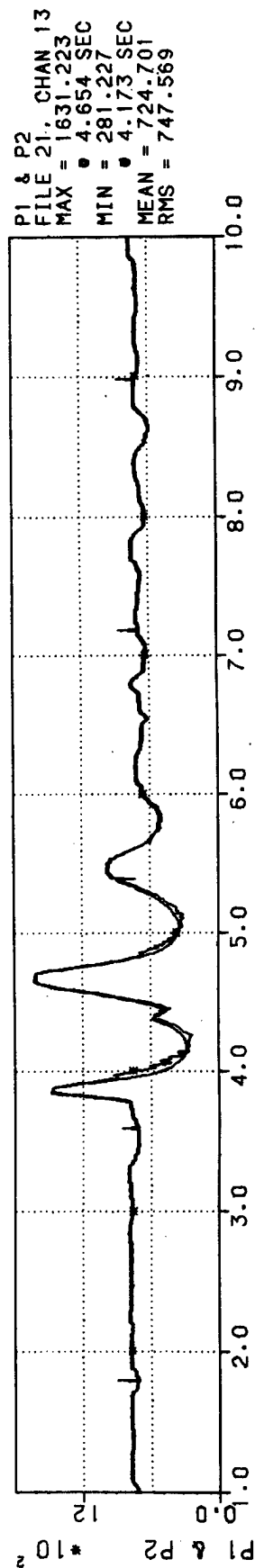
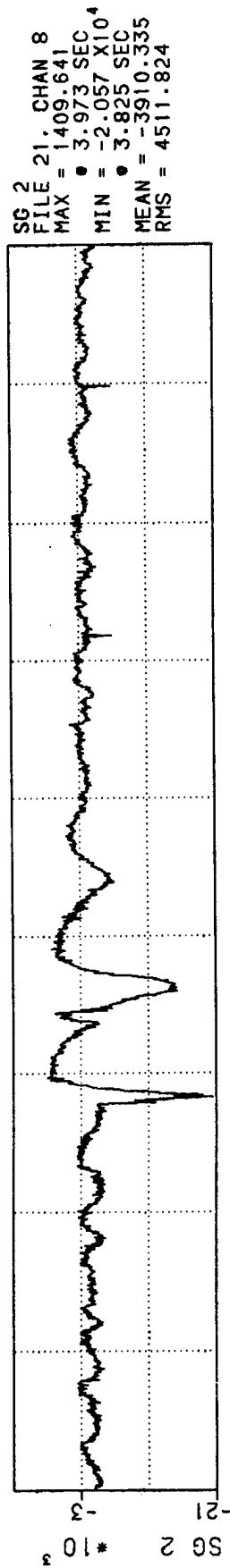
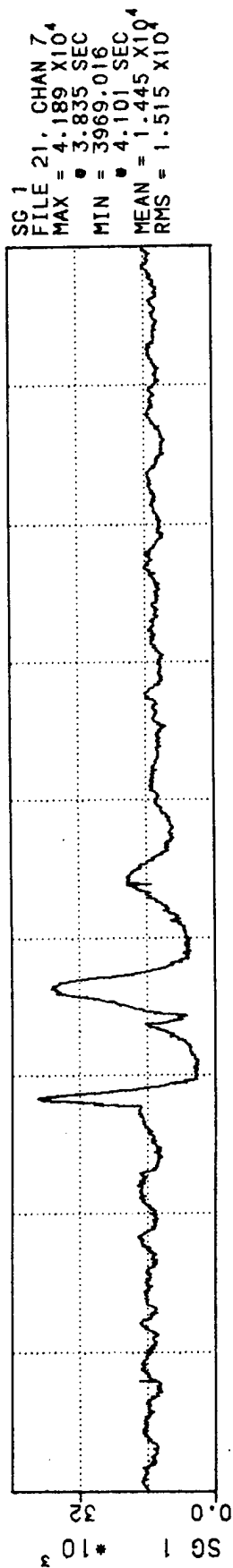
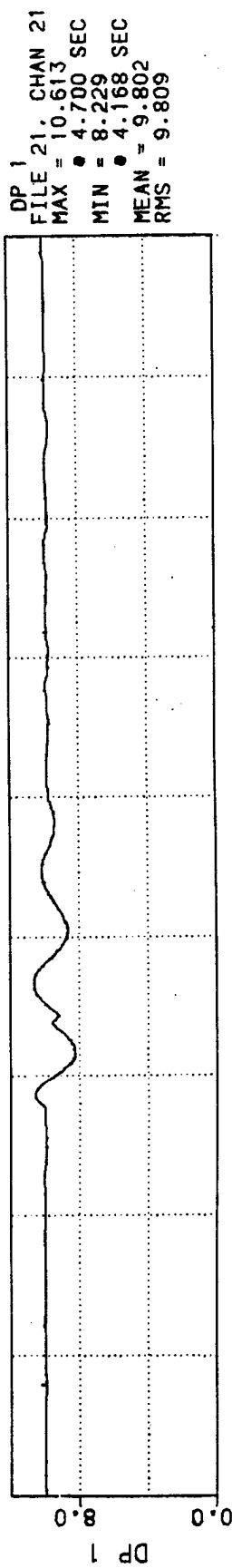
TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 35 PAGE NO. 3

A-7D HAVE BOUNCE TEST: WHITEMAN AFB 70 KNOTS : SINGLE BUMP : HEAVY WEIGHT



TIME - SECONDS
RUN NO. 35
PAGE NO. 4
DELTA T (MSEC) = 5.120

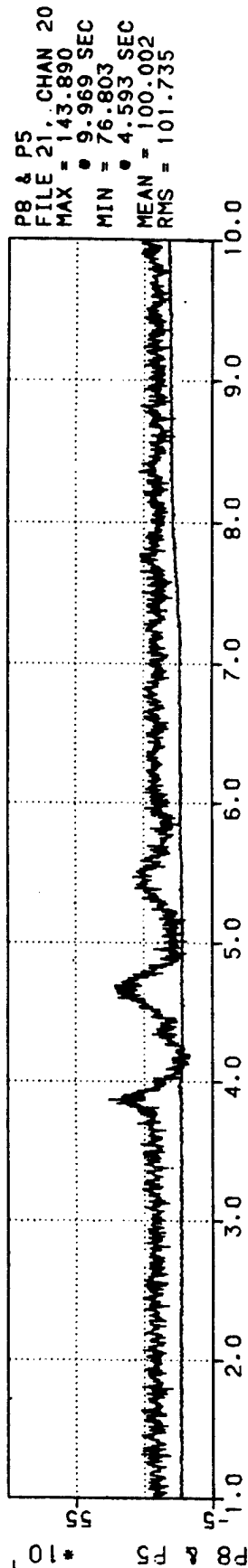
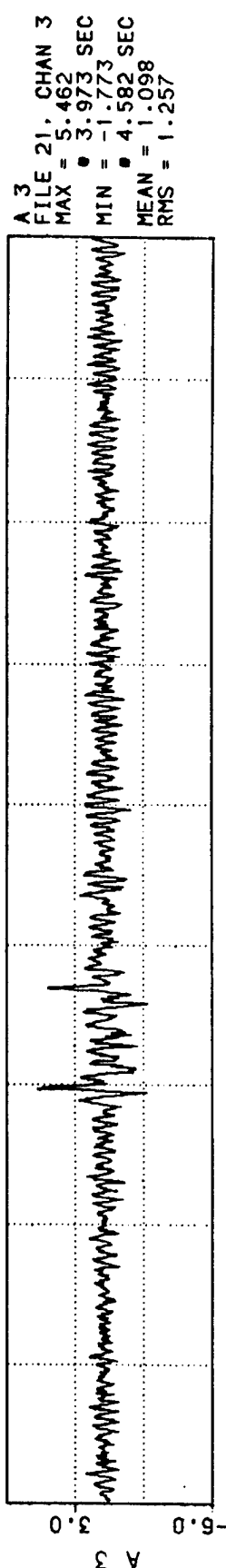
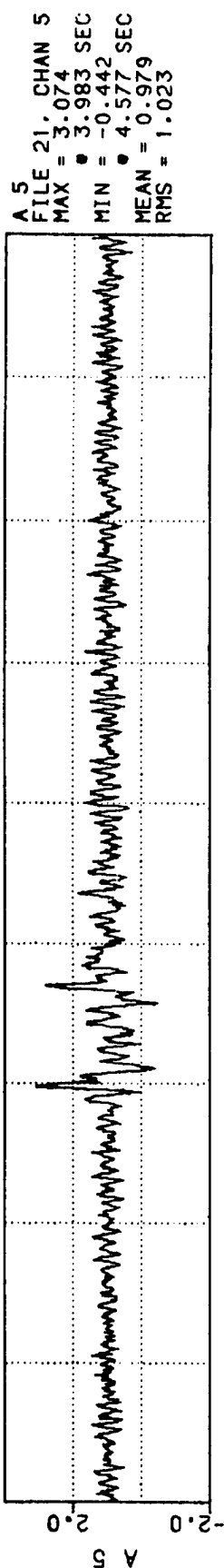
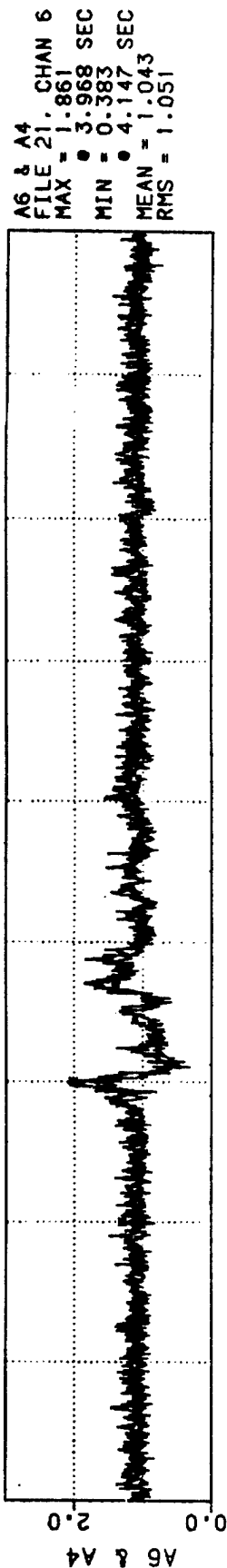
A-7D HAVE BOUNCE TEST: WHITEMAN AFB 70 KNOTS : SINGLE BUMP : HEAVY WEIGHT



TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 35 PAGE NO. 5

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

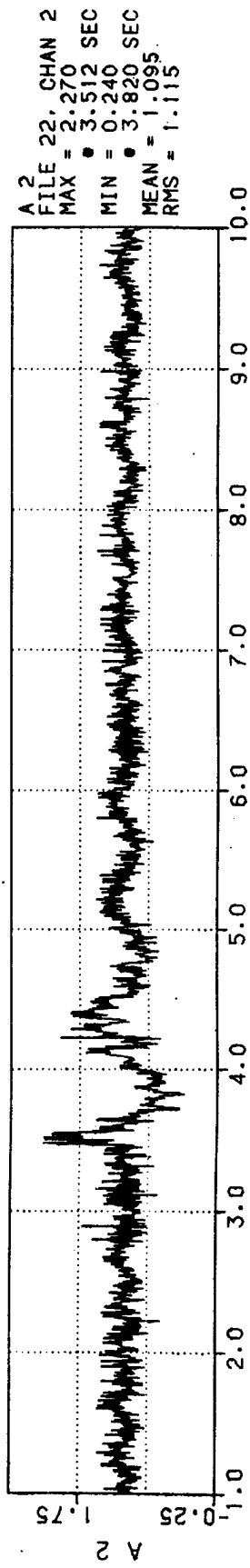
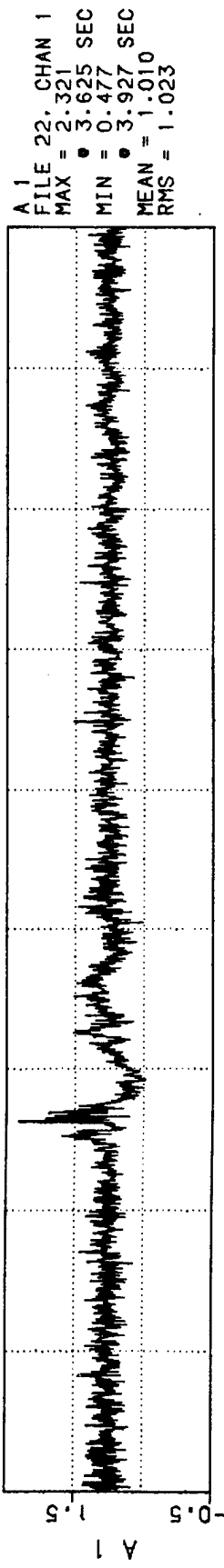
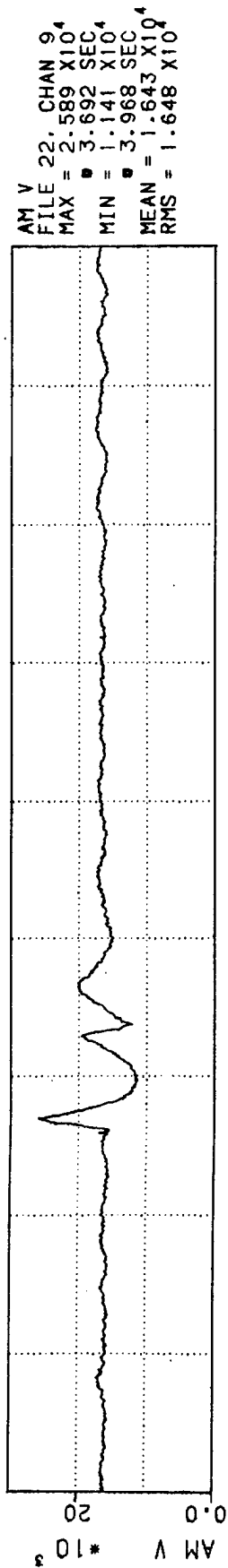
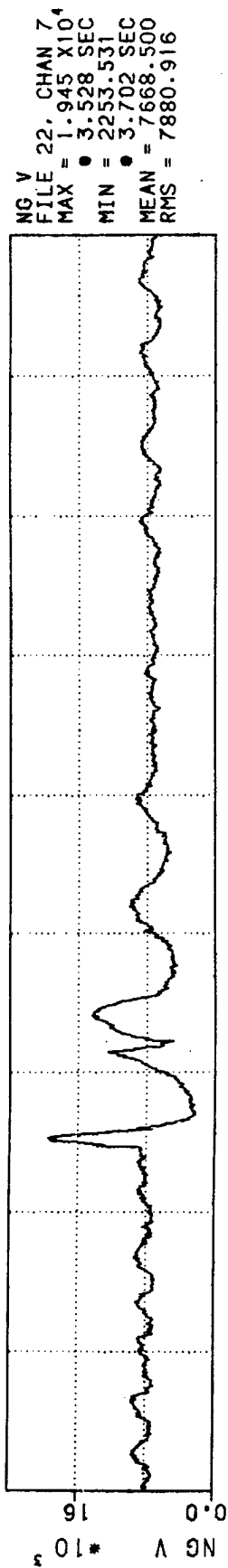
70 KNOTS : SINGLE BUMP : HEAVY WEIGHT



TIME - SECONDS
RUN NO. 35
PAGE NO. 6
DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

60 KNOTS : SINGLE BUMP : HEAVY WEIGHT : 8 DEG STAB.



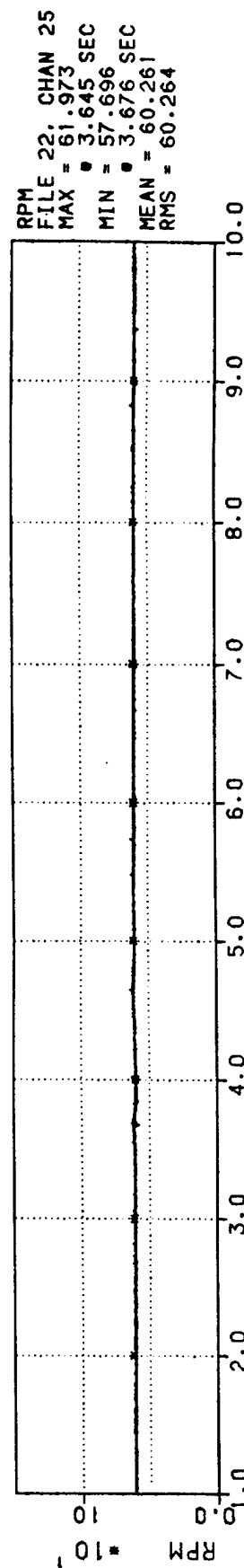
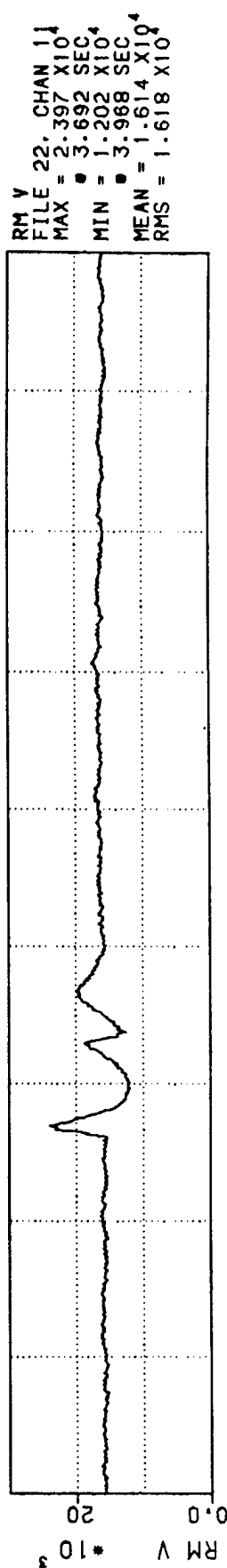
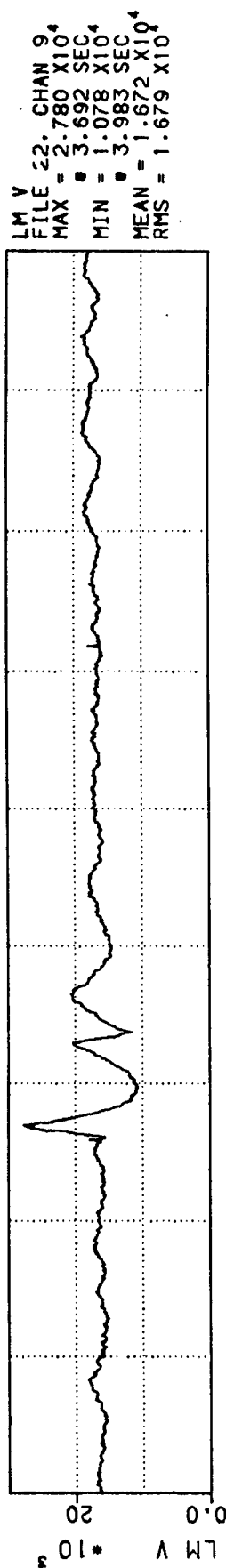
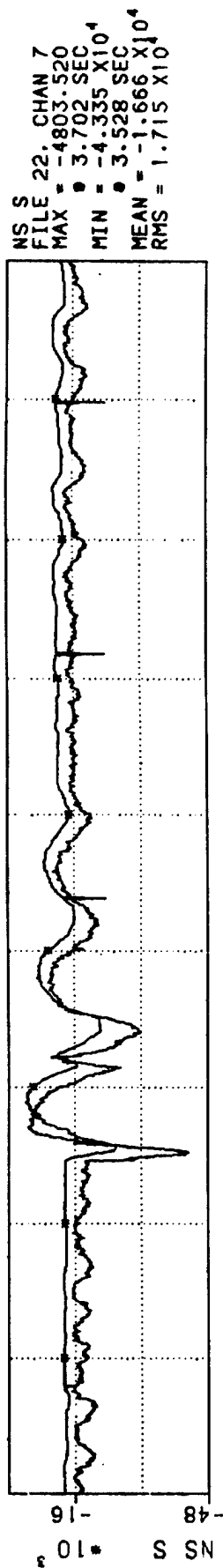
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 36 PAGE NO. 1

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

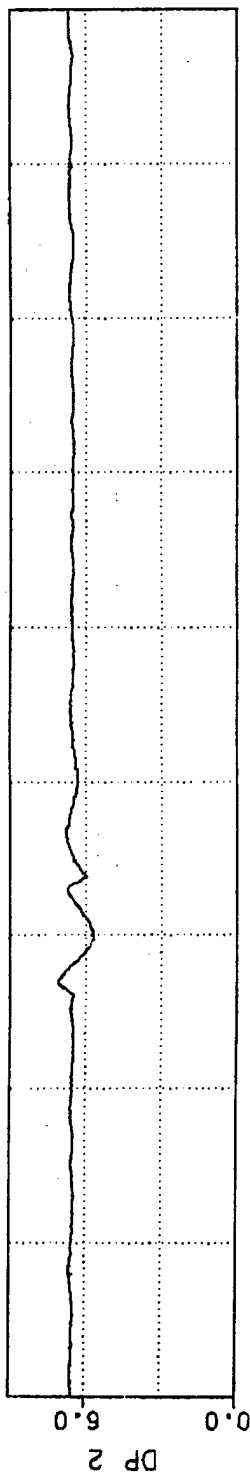
60 KNOTS : SINGLE BUMP : HEAVY WEIGHT : 8 DEG STAB.



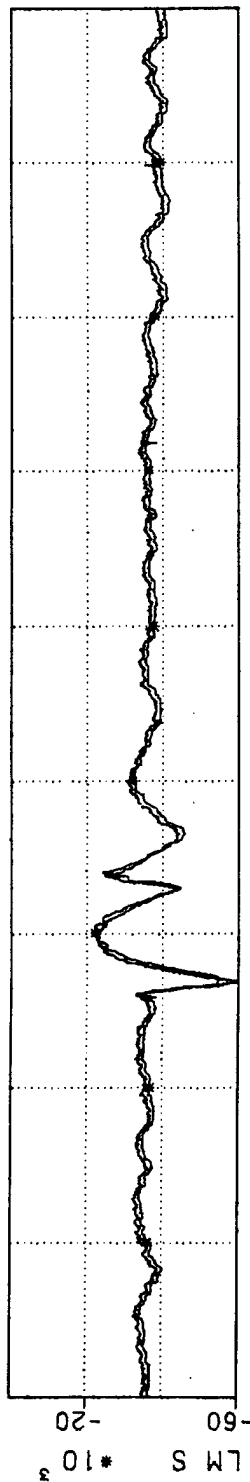
TIME - SECONDS
RUN NO. 36
PAGE NO. 2
DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

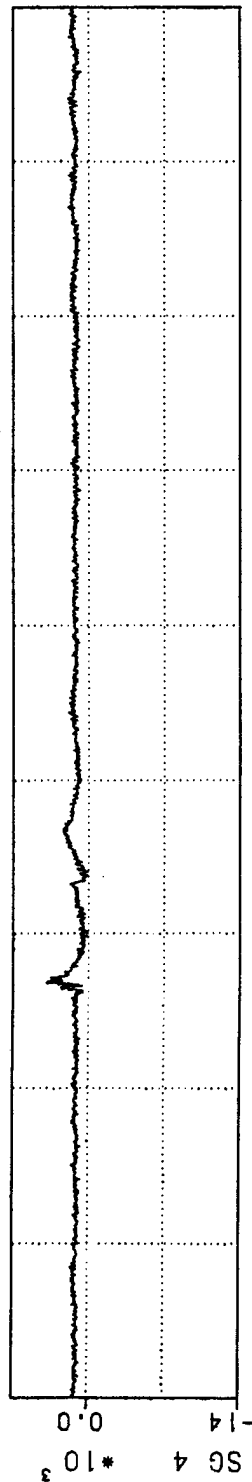
60 KNOTS : SINGLE BUMP : HEAVY WEIGHT : 8 DEG STAB.



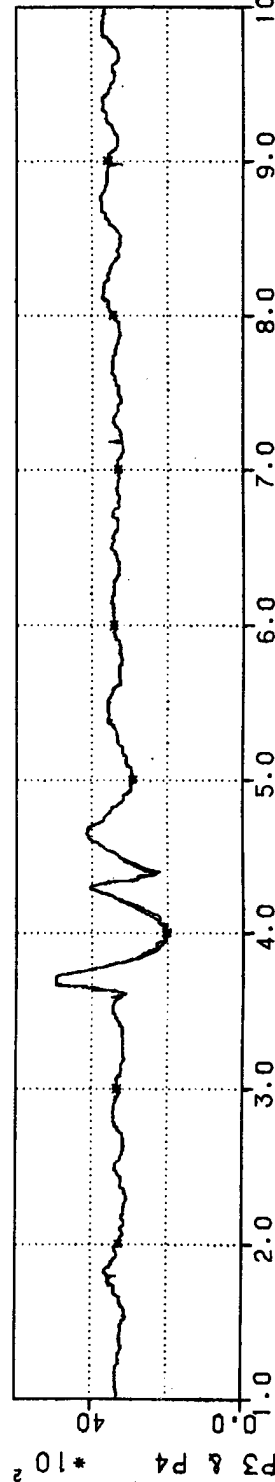
DP 2
FILE 22, CHAN 22
MAX = 7.107
MIN = 5.687
MEAN = 6.534
RMS = 6.536



LM S
FILE 22, CHAN 9
MAX = -2.262 X10⁴
MIN = -6.000 X10⁴
MEAN = -3.570 X10⁴
RMS = 3.587 X10⁴



SG 4
FILE 22, CHAN 10
MAX = 3873.531
MIN = 48.687
MEAN = 1236.537
RMS = 1274.642

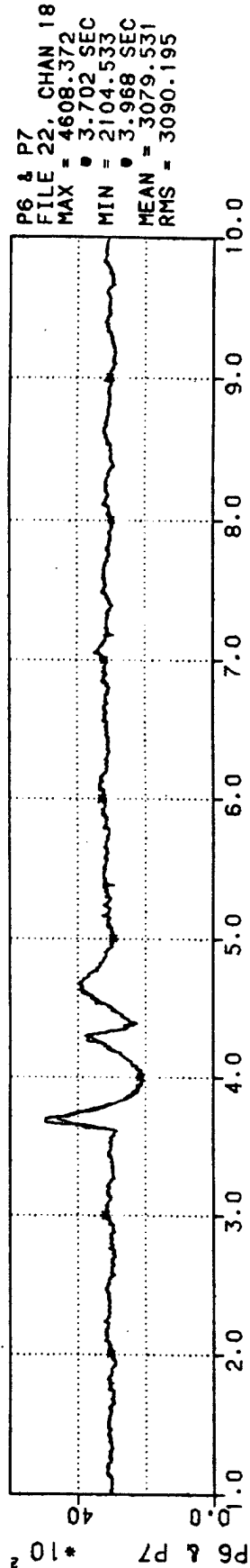
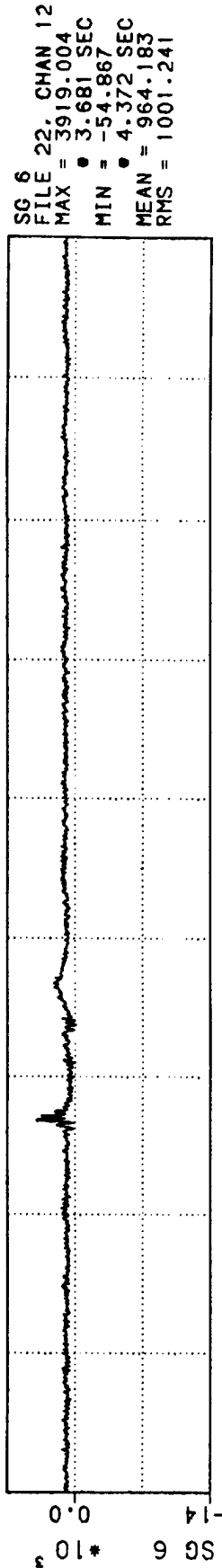
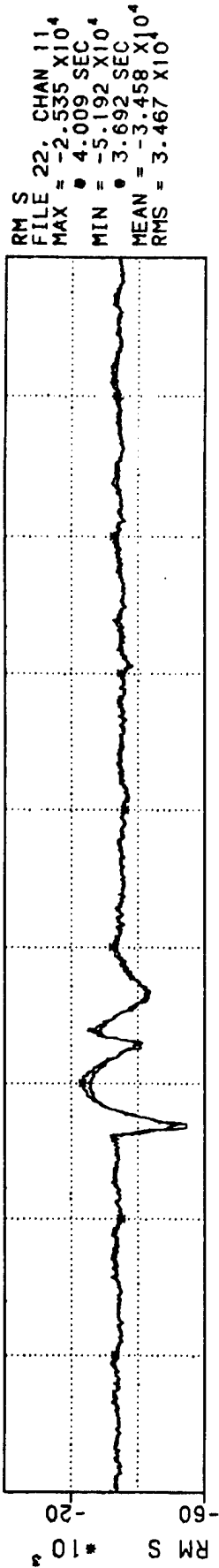
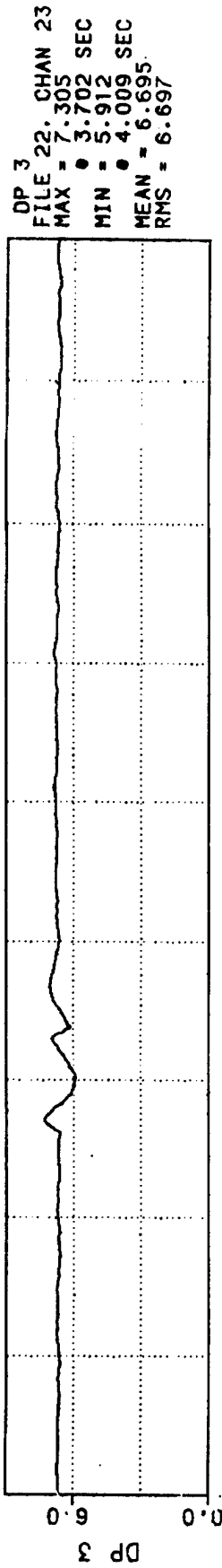


P3 & P4
FILE 22, CHAN 15
MAX = 4946.397
MIN = 2001.853
MEAN = 3345.738
RMS = 3362.459

DELTA T (MSEC) = 5.120
RUN NO. 36 PAGE NO. 3

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

60 KNOTS : SINGLE BUMP : HEAVY WEIGHT : 8 DEG STAB.



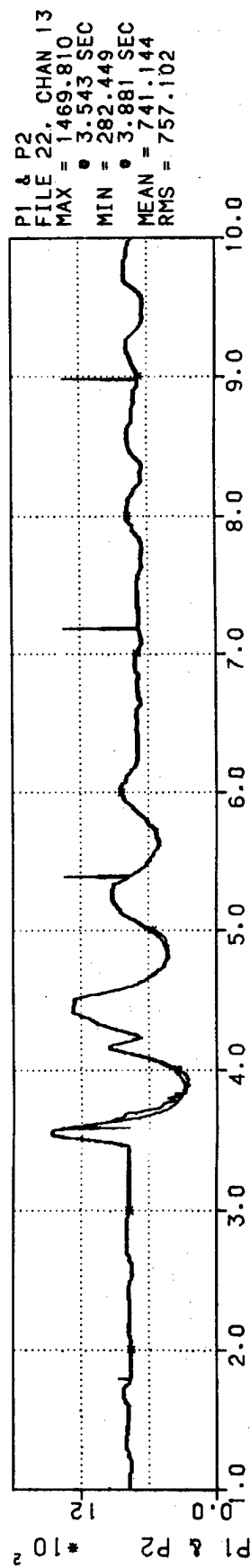
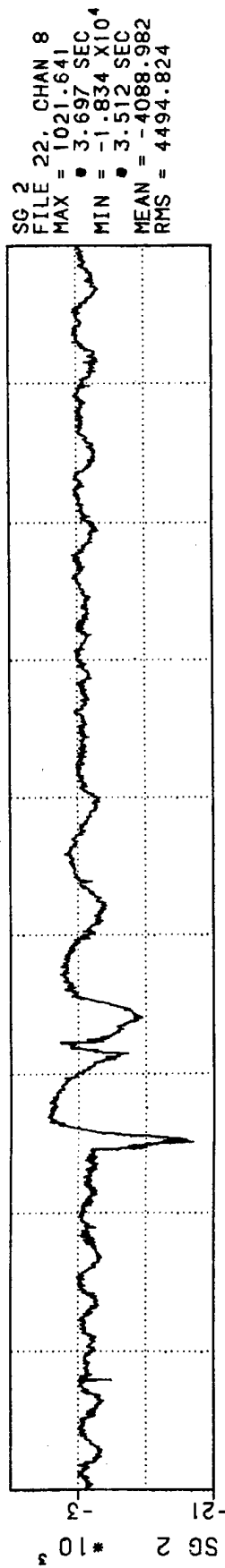
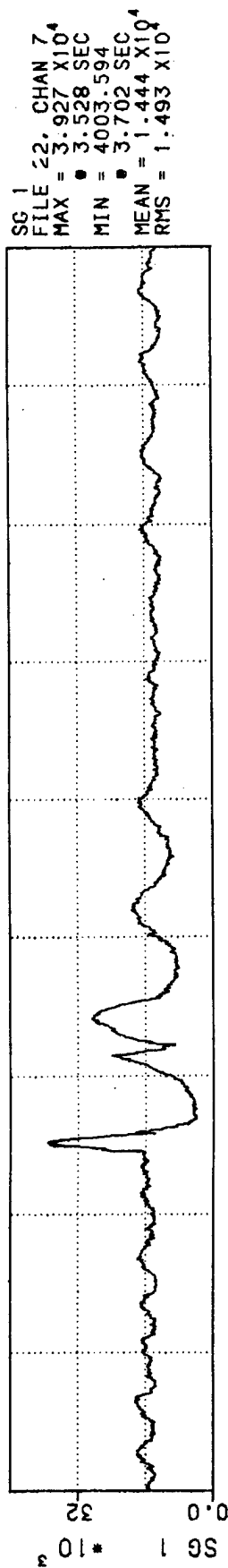
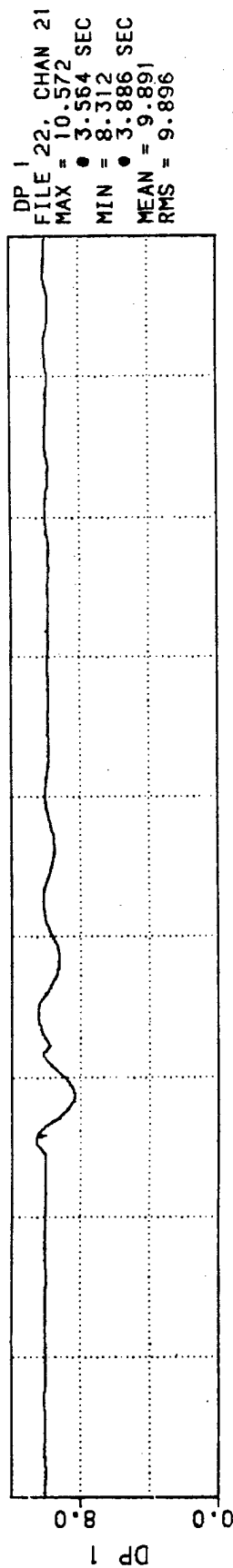
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 36 PAGE NO. 4

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

60 KNOTS : SINGLE BUMP : HEAVY WEIGHT : 8 DEG STAB.



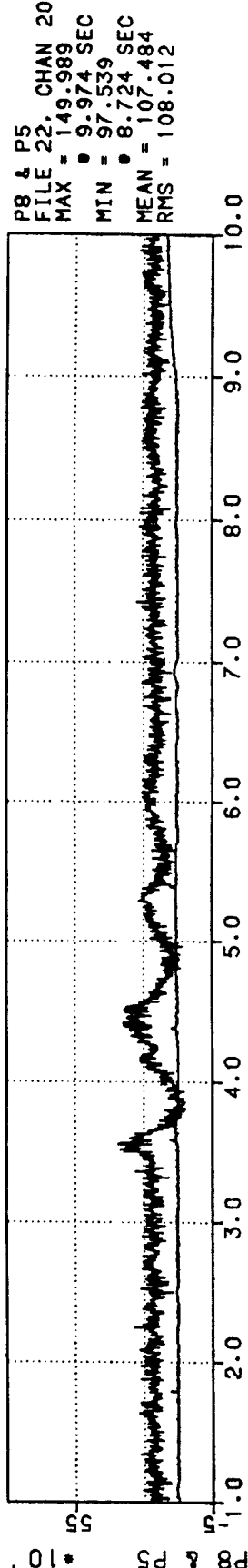
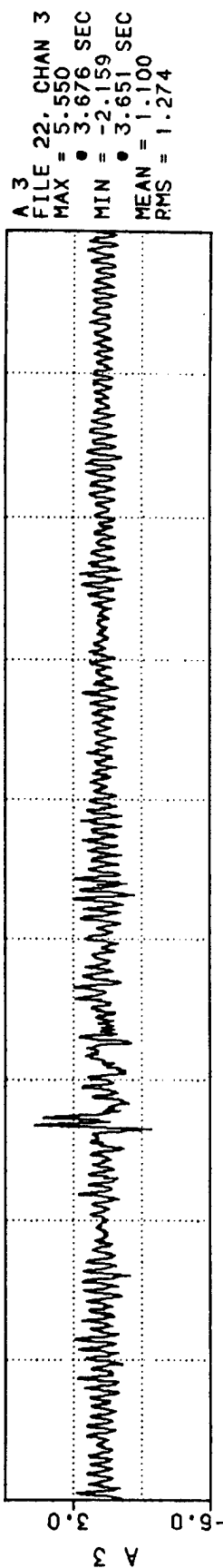
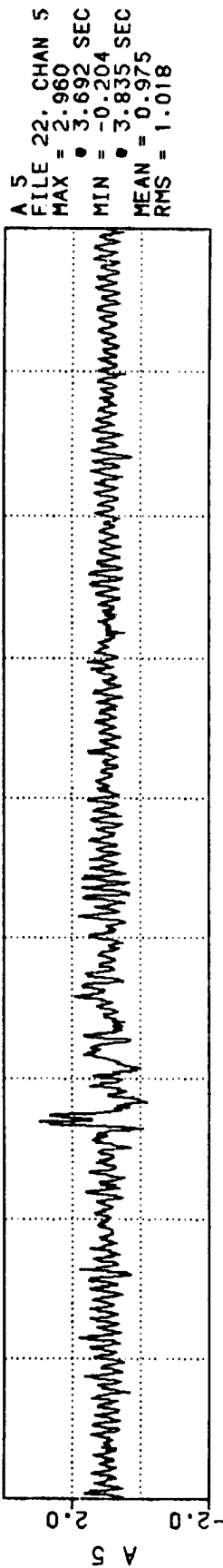
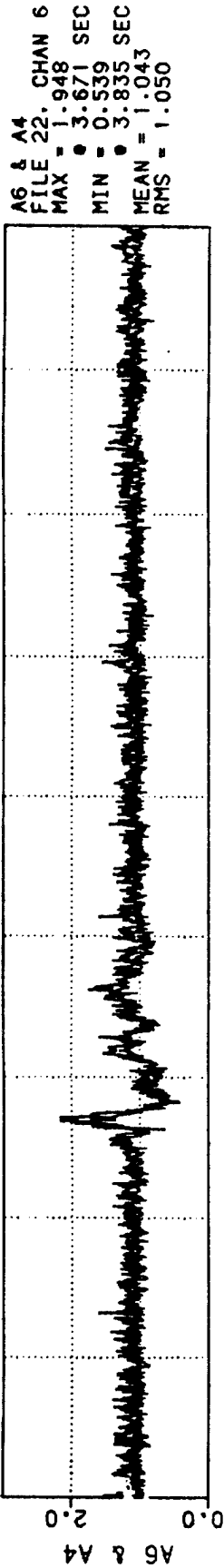
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 36 PAGE NO. 5

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

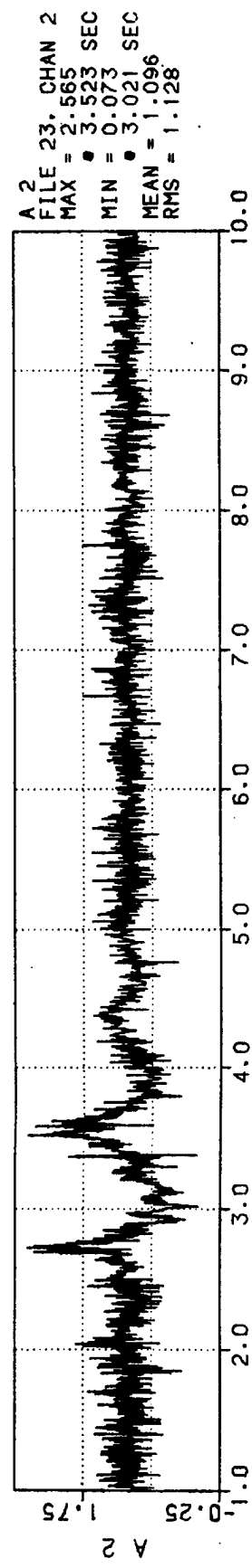
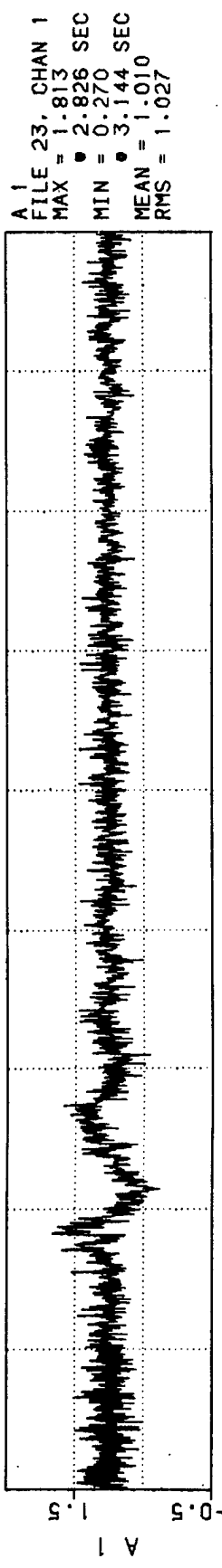
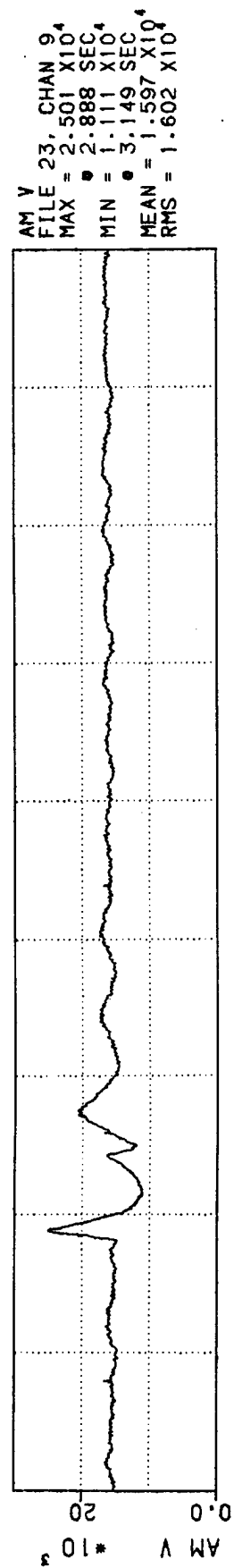
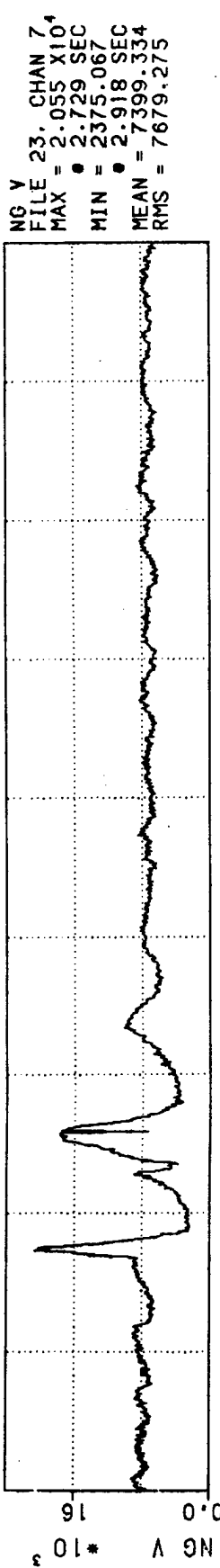
60 KNOTS : SINGLE BUMP : HEAVY WEIGHT : 8 DEG STAB.



RUN NO. 36 PAGE NO. 6

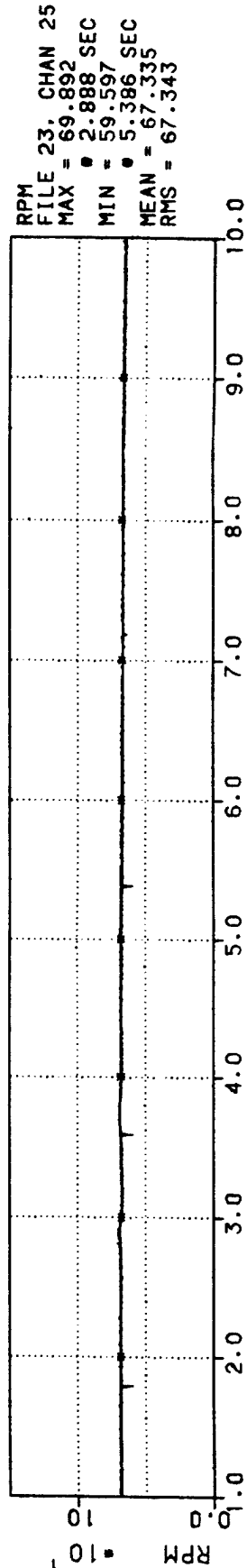
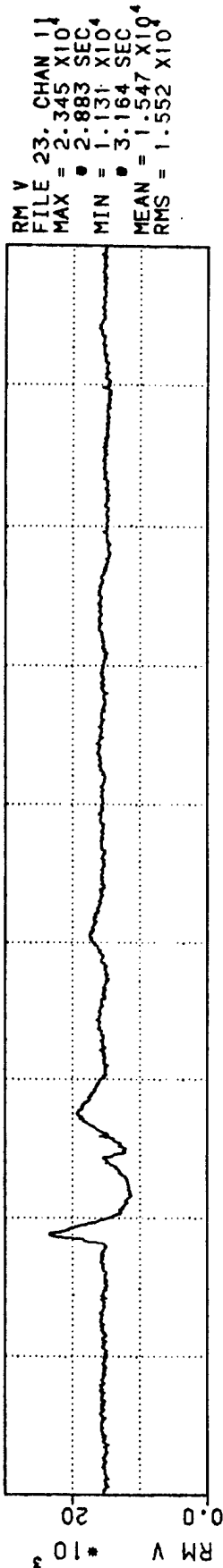
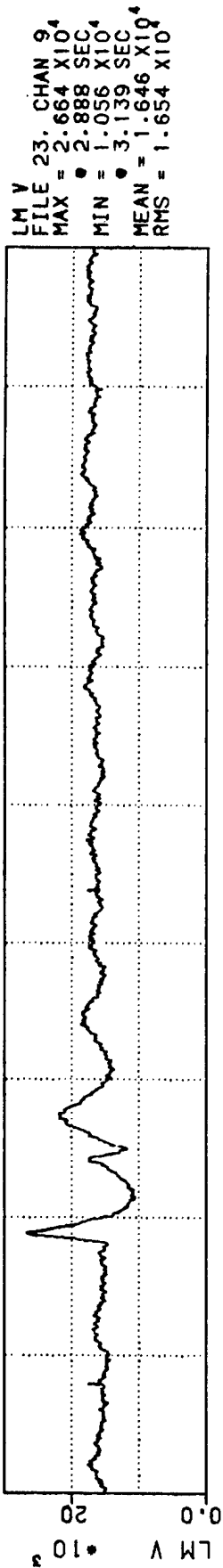
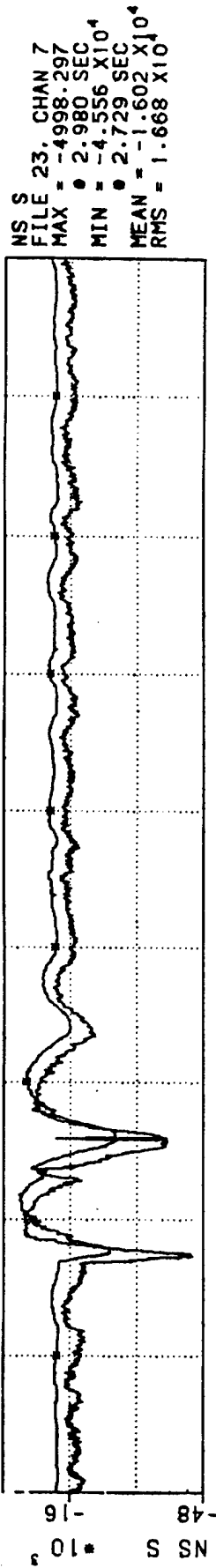
A-7D HAVE BOUNCE TEST: WHITEMAN AFB

70 KNOTS : SINGLE BUMP : HEAVY WEIGHT : 8 DEG STAB.



A-7D HAVE BOUNCE TEST: WHITEMAN AFB

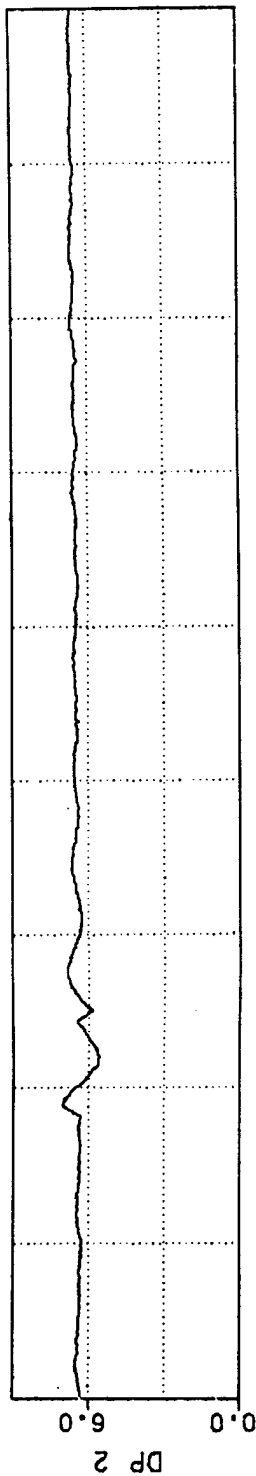
70 KNOTS : SINGLE BUMP : HEAVY WEIGHT : 8 DEG STAB.



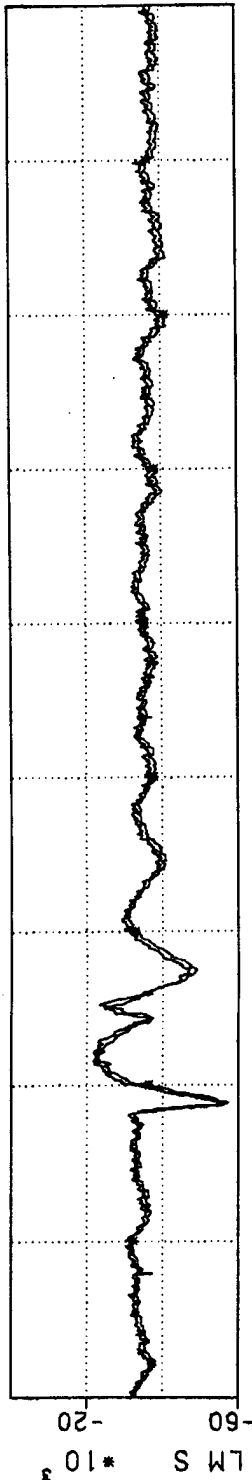
TIME - SECONDS
RUN NO. 37
PAGE NO. 2
DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

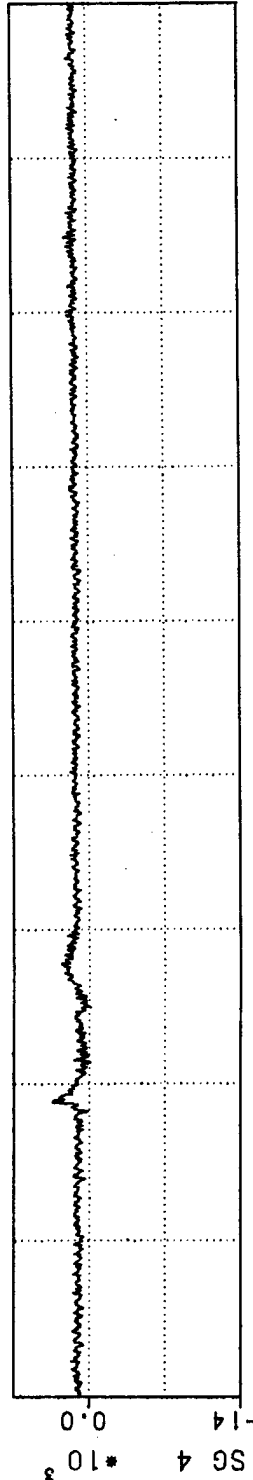
70 KNOTS : SINGLE BUMP : HEAVY WEIGHT : 8 DEG STAB.



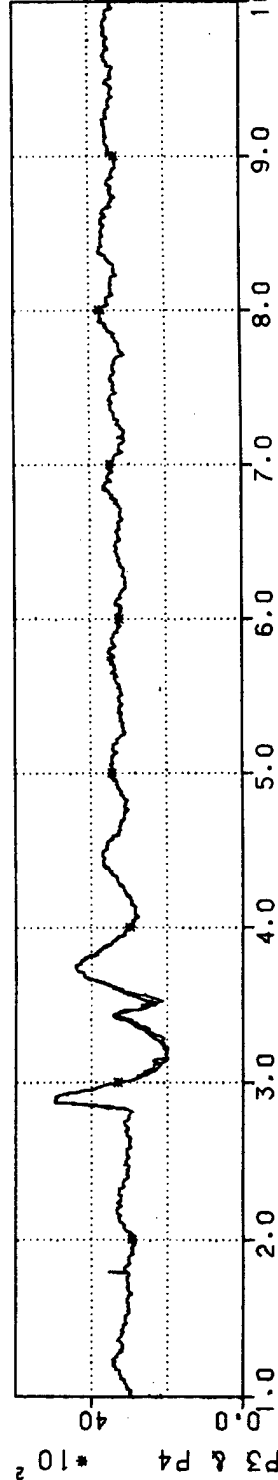
DP 2
FILE 23, CHAN 22
MAX = 7.012
MIN = 2.893 SEC
MEAN = 5.597
RMS = 3.195 SEC
RMS = 6.479



LM S
FILE 23, CHAN 9
MAX = -2.215 X10⁴
MIN = 3.139 SEC
MEAN = -5.742 X10⁴
RMS = 2.888 SEC
RMS = -3.512 X10⁴
RMS = 3.530 X10⁴



SG 4
FILE 23, CHAN 10
MAX = 3360.129
MIN = 2.893 SEC
MEAN = -105.332
RMS = 3.497 SEC
RMS = 1187.839
RMS = 1227.578



P3 & P4
FILE 23, CHAN 15
MAX = 4946.397
MIN = 2.908 SEC
MEAN = 1965.213
RMS = 3.154 SEC
RMS = 3293.937
RMS = 3312.832

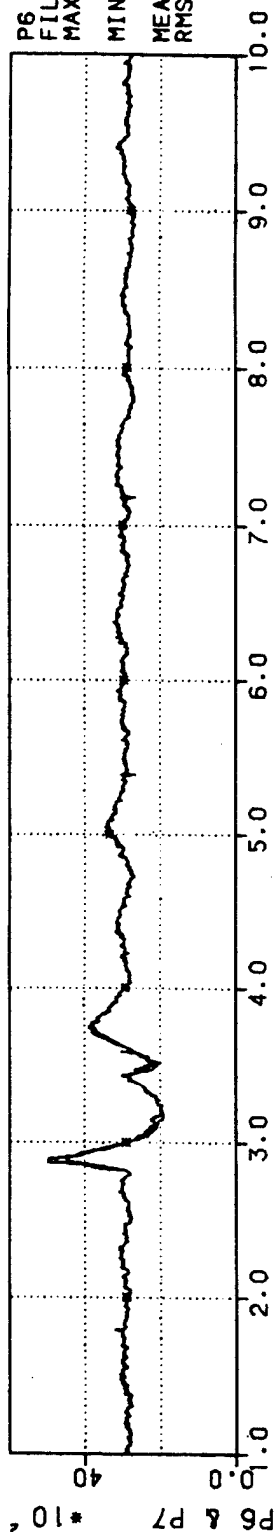
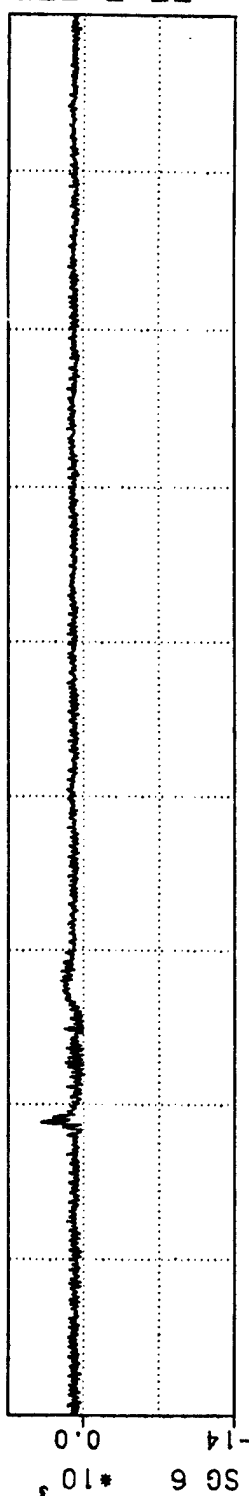
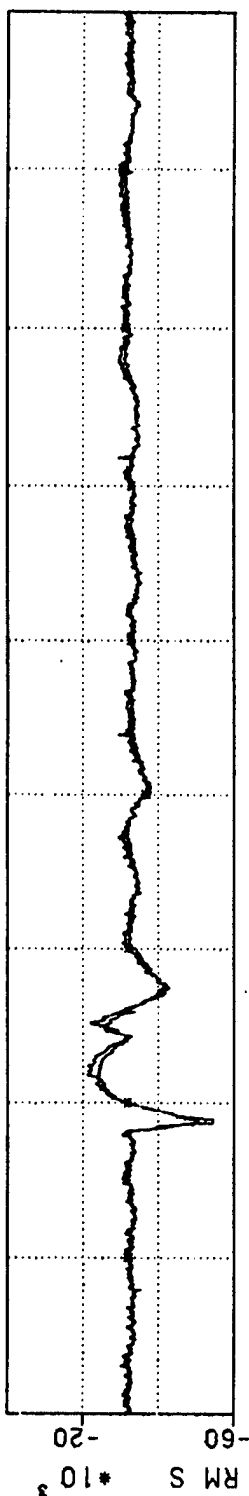
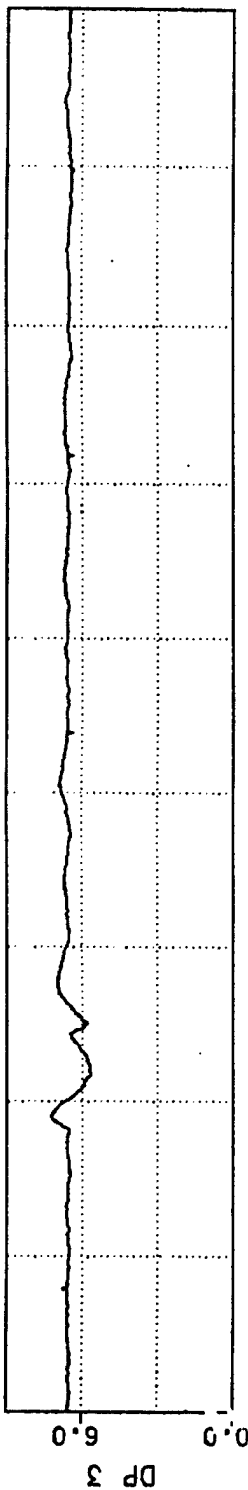
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 37 PAGE NO. 3

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

70 KNOTS : SINGLE BUMP : HEAVY WEIGHT : 8 DEG STAB.

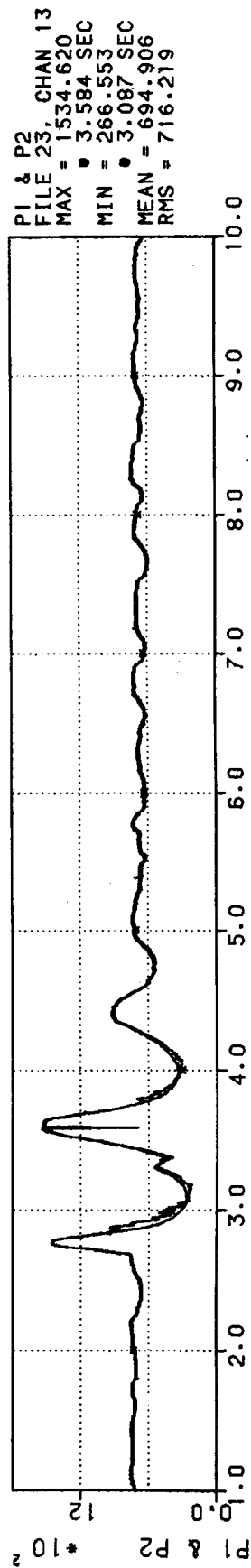
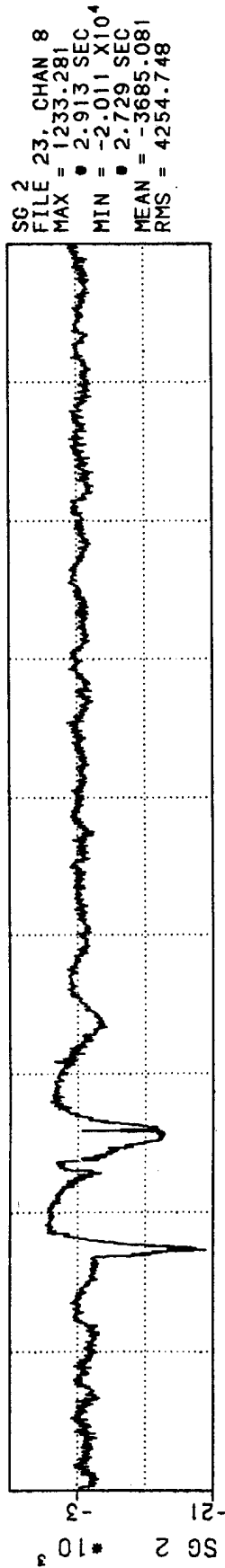
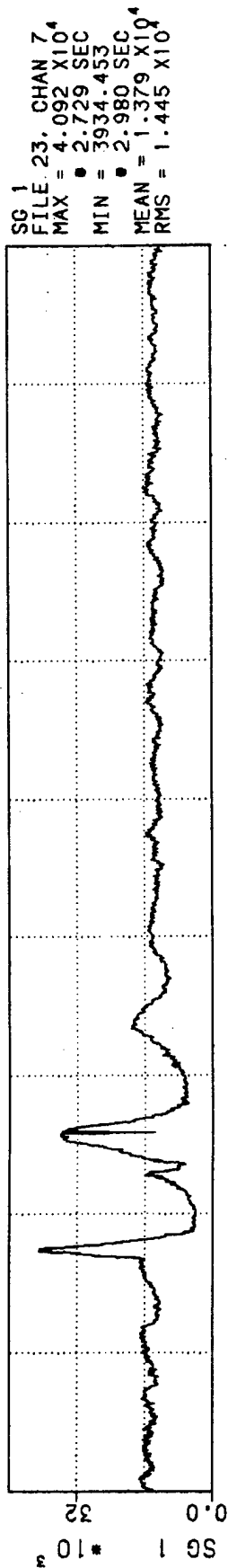
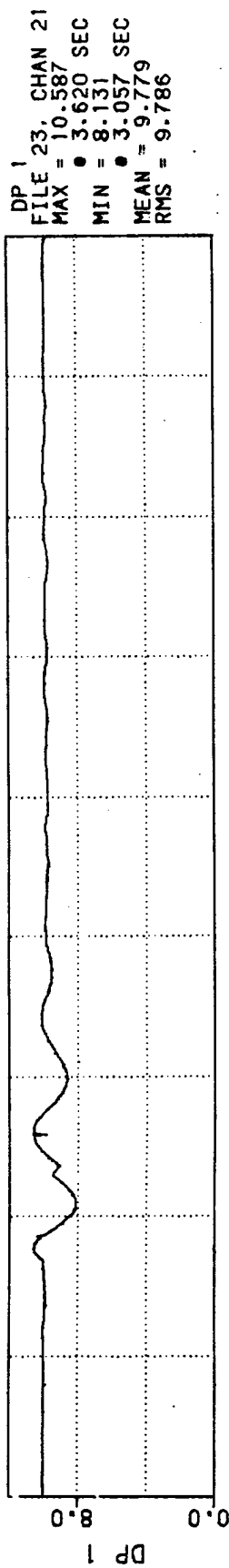


TIME - SECONDS

RUN NO. 37 PAGE NO. 4 DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

70 KNOTS : SINGLE BUMP : HEAVY WEIGHT : 8 DEG STAB.

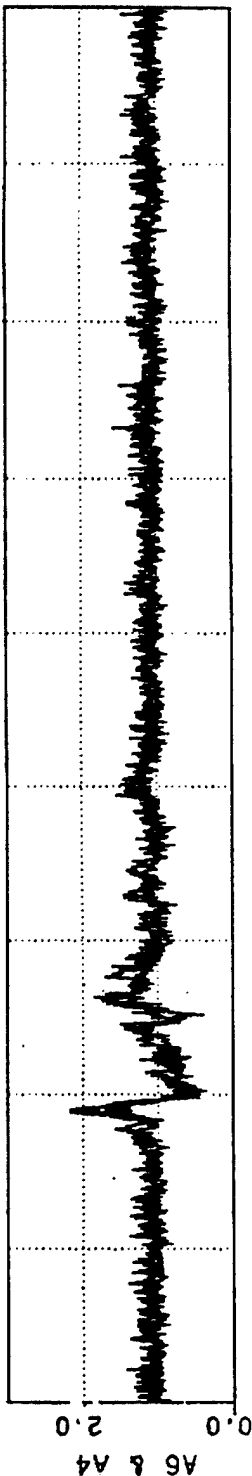


TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 37 PAGE NO. 5

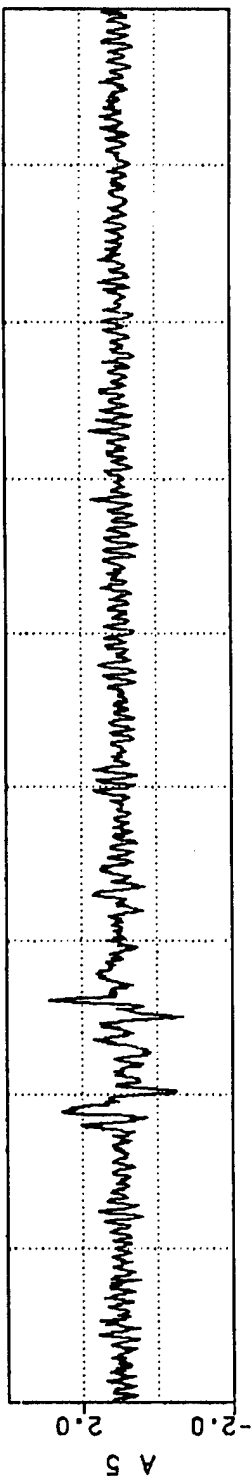
A-7D HAVE BOUNCE TEST: WHITEMAN AFB

70 KNOTS : SINGLE BUMP : HEAVY WEIGHT : 8 DEG STAB.

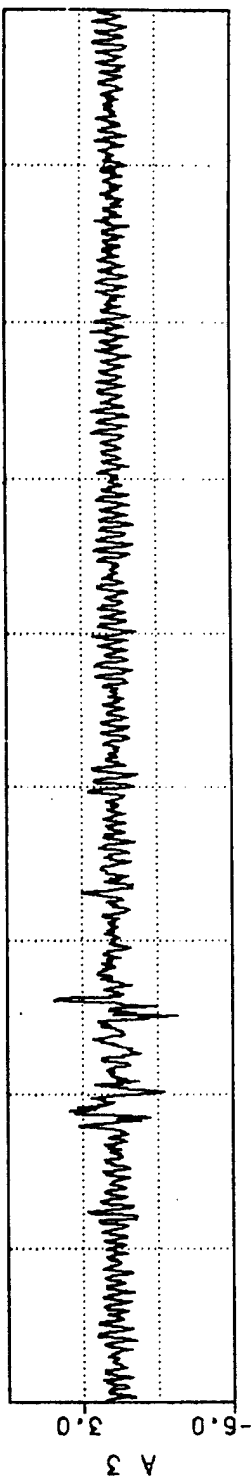
A6 & A4
FILE 23, CHAN 6
MAX = 1.980
MIN = 2.877 SEC
MEAN = 0.484
RMS = 3.041 SEC
RMS = 1.037
RMS = 1.046



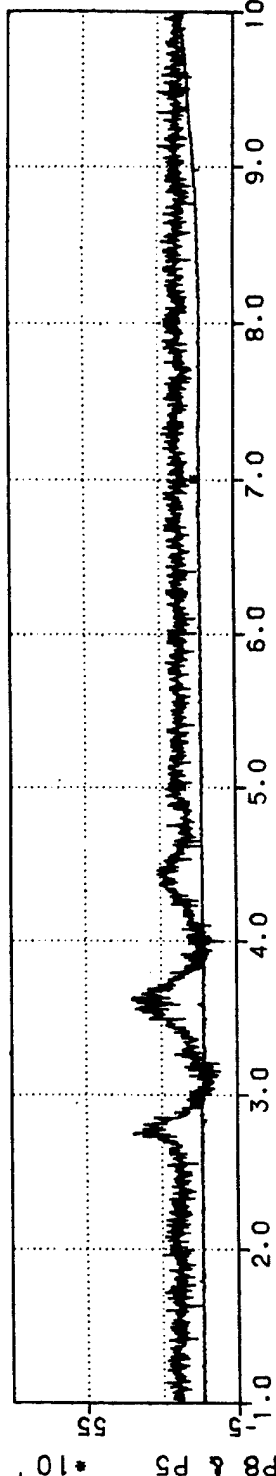
A 5
FILE 23, CHAN 5
MAX = 2.882
MIN = 3.615 SEC
MEAN = -0.705
RMS = 3.507 SEC
RMS = 0.978
RMS = 1.022



A 3
FILE 23, CHAN 3
MAX = 4.687
MIN = 3.615 SEC
MEAN = -2.746
RMS = 3.512 SEC
RMS = 1.095
RMS = 1.257



P8 & P5
FILE 23, CHAN 20
MAX = 173.165
MIN = 9.994 SEC
MEAN = 71.924
RMS = 2.836 SEC
RMS = 93.837
RMS = 95.291



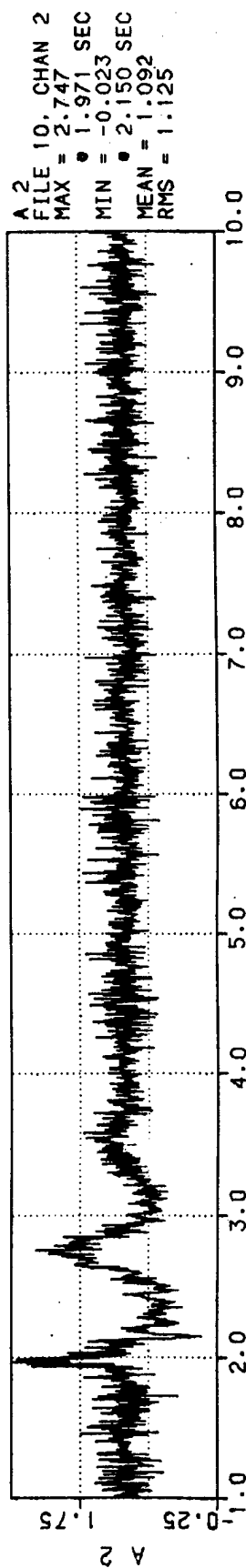
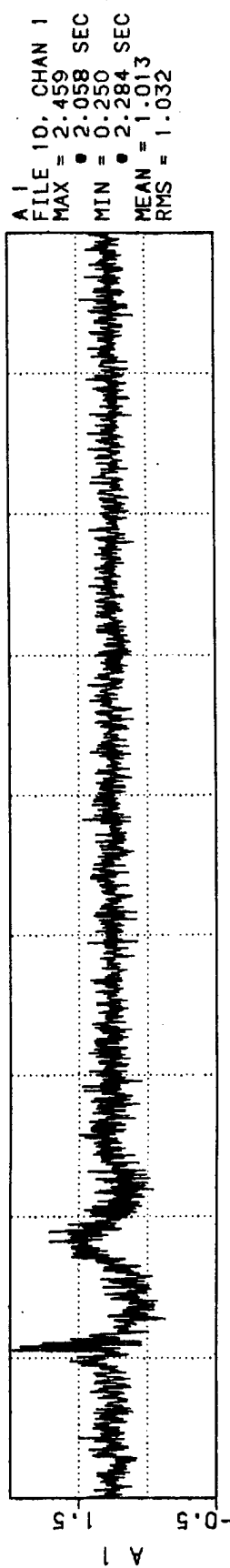
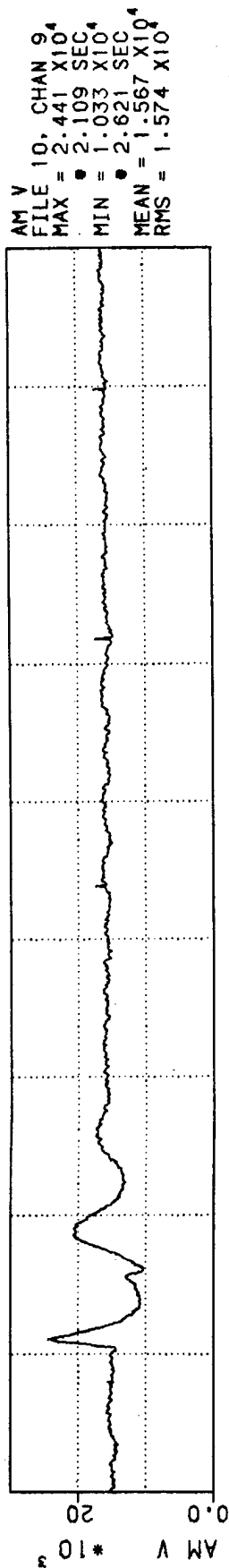
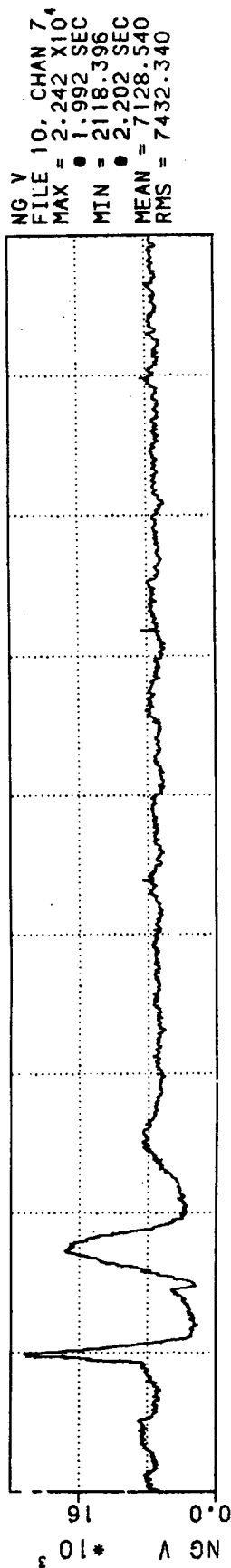
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 37 PAGE NO. 6

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

80 KNOTS : SINGLE BUMP : HEAVY WEIGHT : 8 DEG STAB.



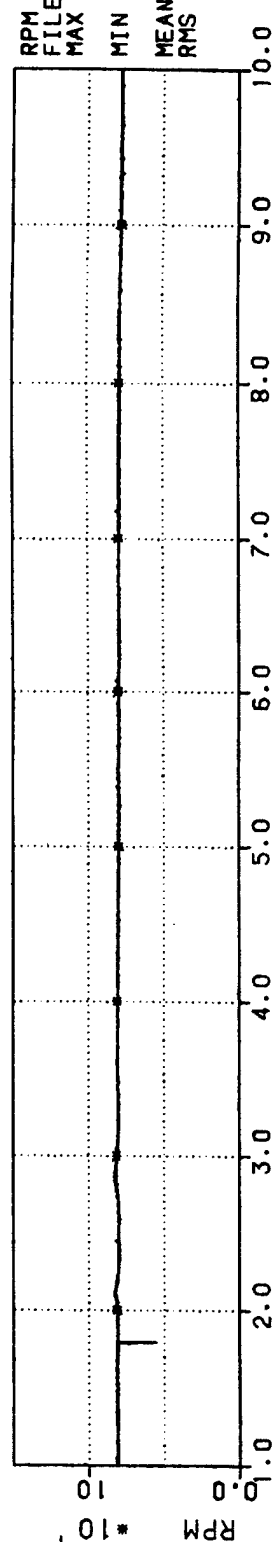
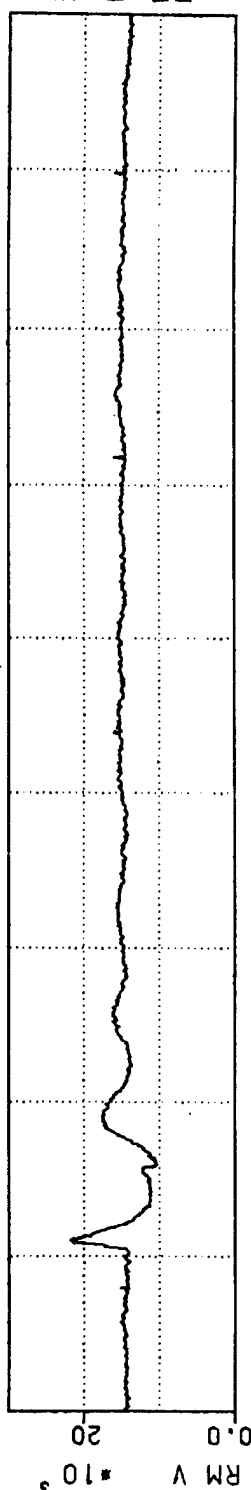
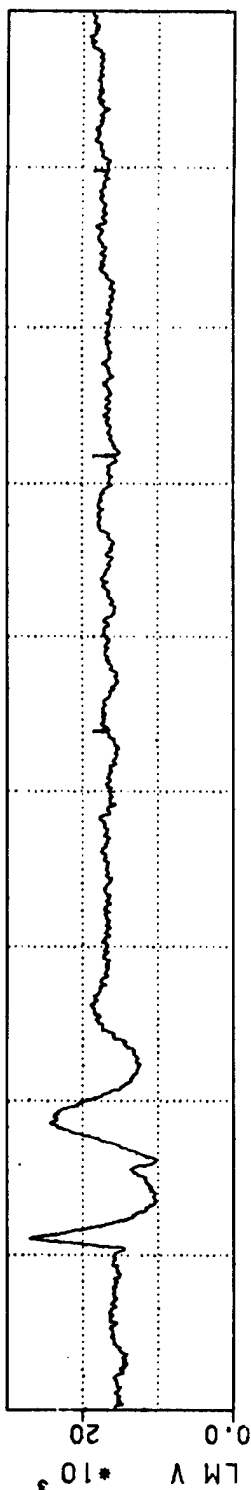
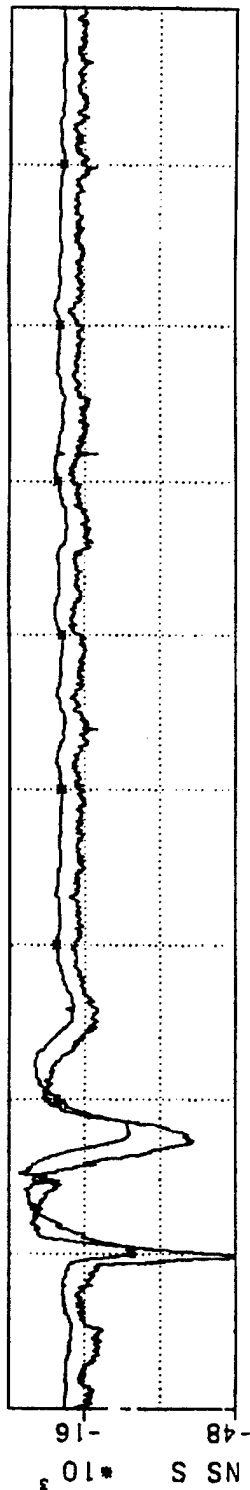
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 38 PAGE NO. 1

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

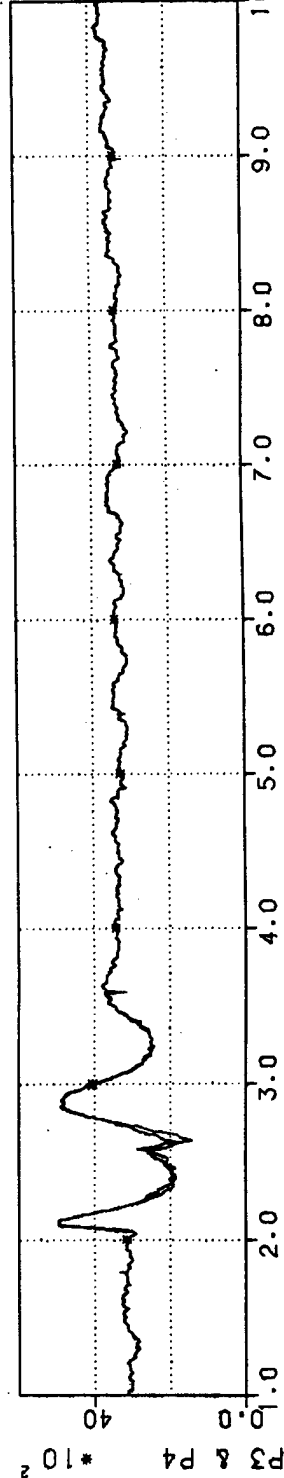
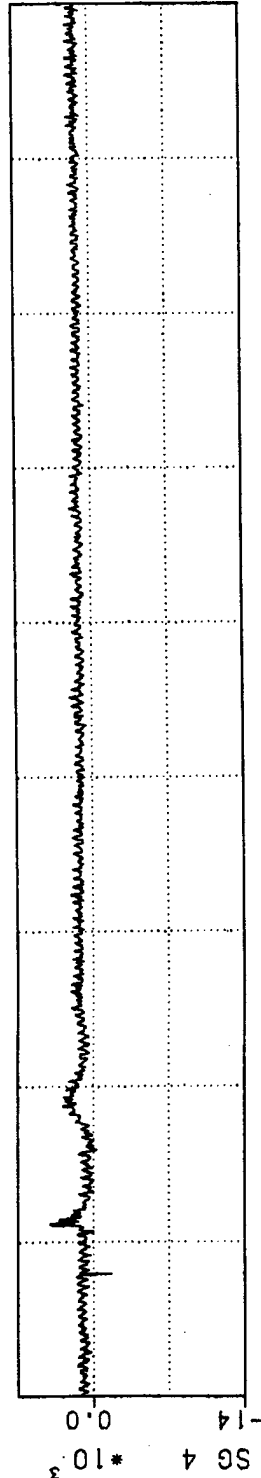
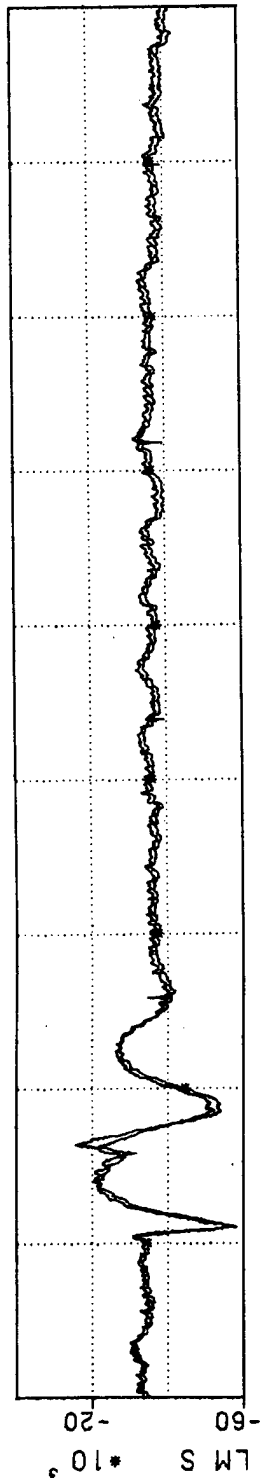
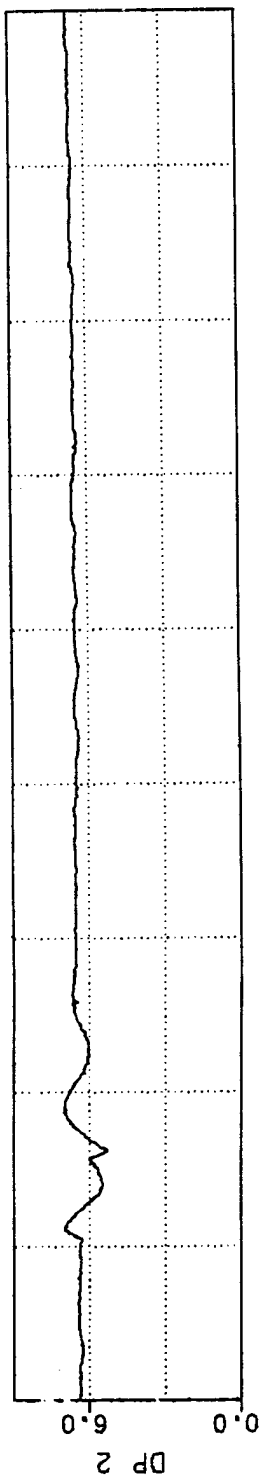
80 KNOTS : SINGLE BUMP : HEAVY WEIGHT : 8 DEG STAB.



TIME - SECONDS
RUN NO. 38
PAGE NO. 2
DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

80 KNOTS : SINGLE BUMP : HEAVY WEIGHT : 8 DEG STAB.



TIME - SECONDS

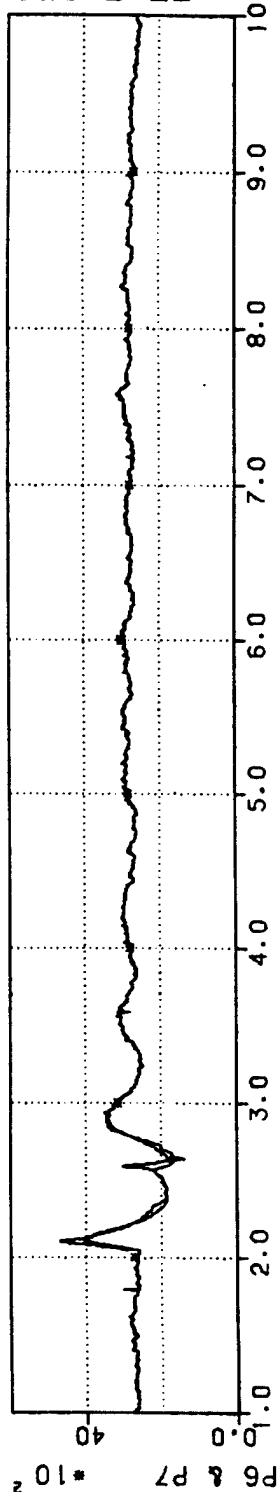
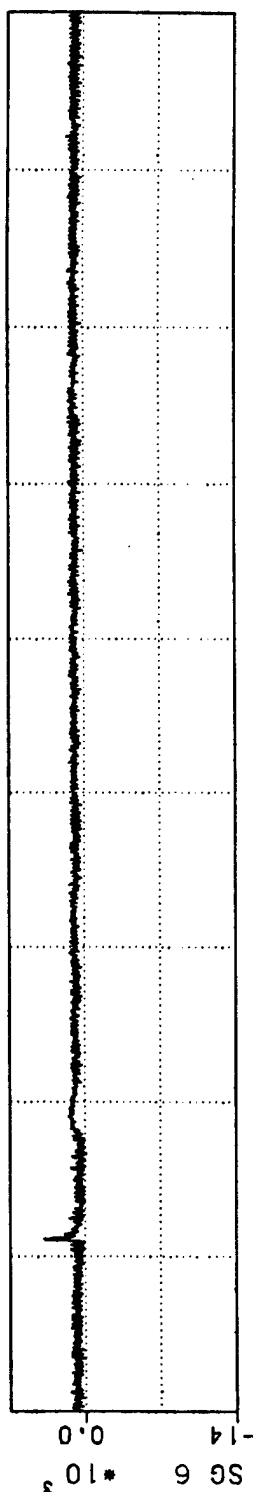
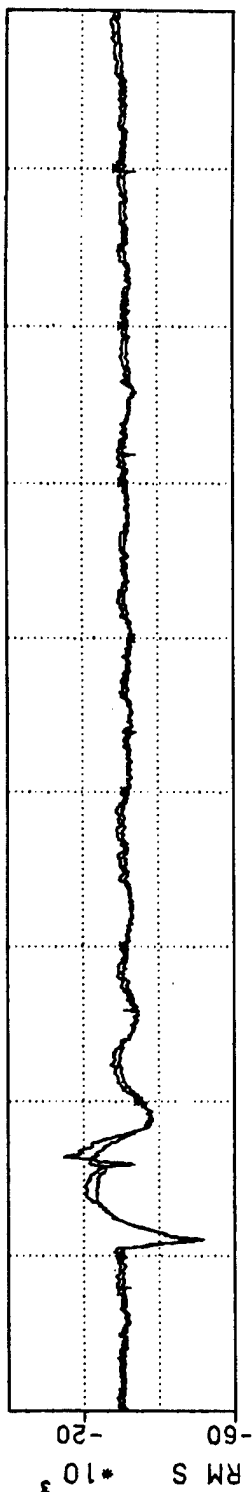
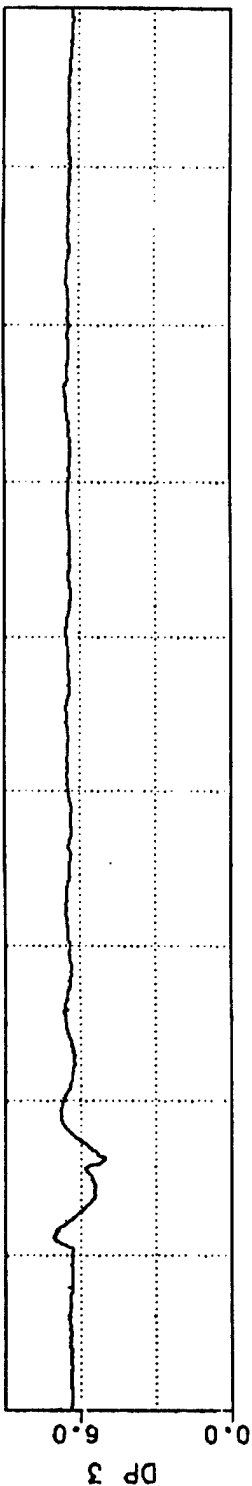
DELTA T (MSEC) = 5.120

RUN NO. 38

PAGE NO. 3

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

80 KNOTS : SINGLE BUMP : HEAVY WEIGHT : 8 DEG STAB.

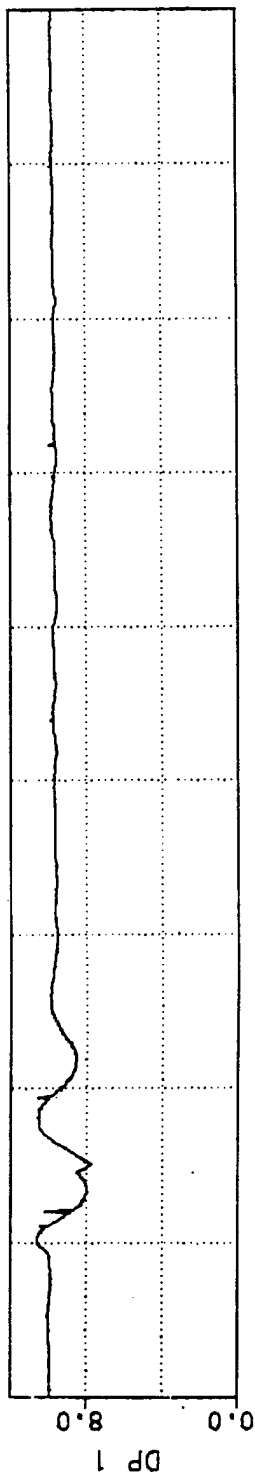


TIME - SECONDS
RUN NO. 38
PAGE NO. 4
DELTA T (MSEC) = 5.120

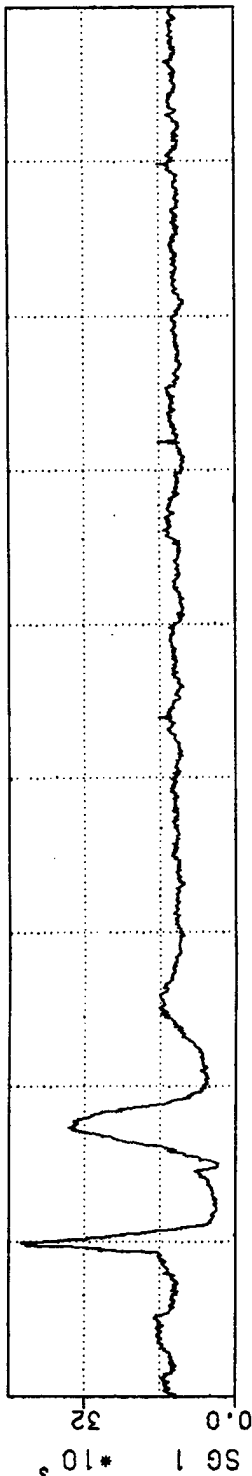
A-7D HAVE BOUNCE TEST: WHITEMAN AFB

80 KNOTS : SINGLE BUMP : HEAVY WEIGHT : 8 DEG STAB.

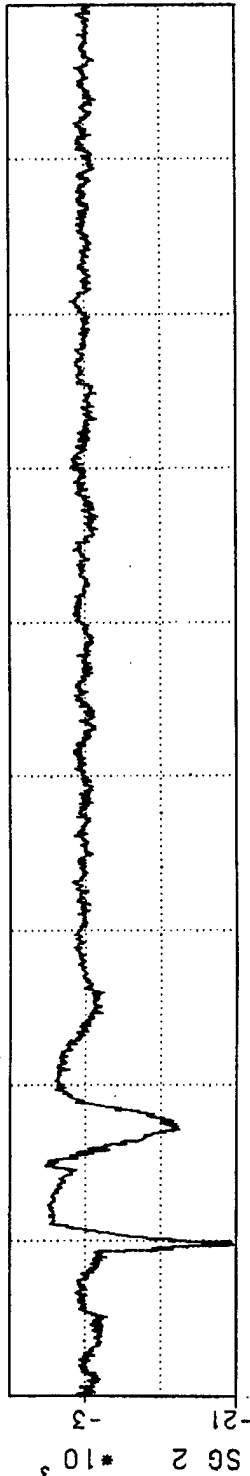
DP 1
FILE 10, CHAN 21
MAX = 10.598
MIN = 7.749
MEAN = 9.646
RMS = 9.655



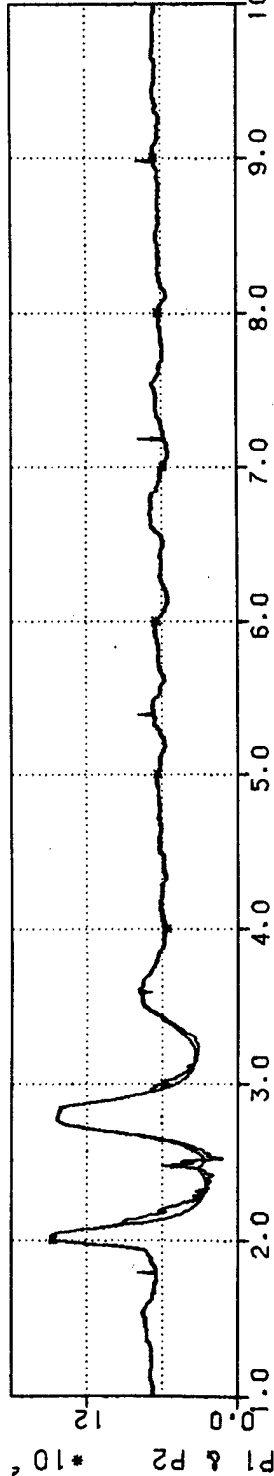
SG 1
FILE 10, CHAN 7
MAX = 4.535 X10⁴
MIN = 1.992 SEC
MEAN = 3692.453
RMS = 1.310 X10⁴



SG 2
FILE 10, CHAN 8
MAX = 1762.367
MIN = -2.483 SEC
MEAN = -2.067 X10⁴
RMS = 1.976 SEC
RMS = -3068.960
RMS = 3743.300



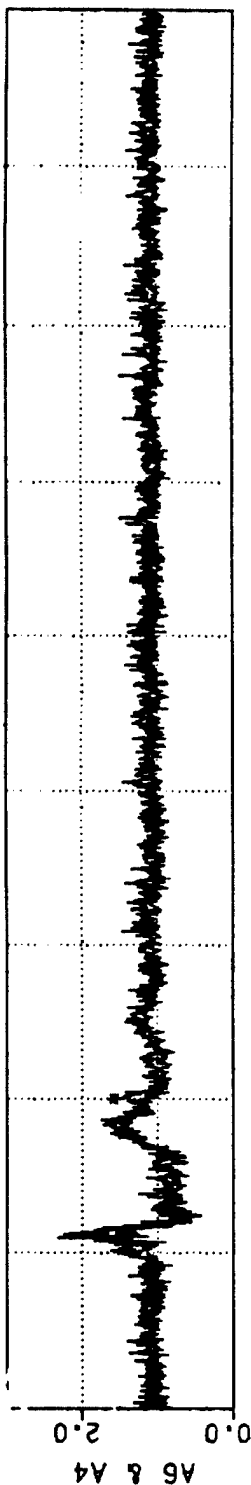
P1 & P2
FILE 10, CHAN 13
MAX = 1488.152
MIN = 2.007 SEC
MEAN = 253.102
RMS = 2.355 SEC
RMS = 642.879
RMS = 664.962



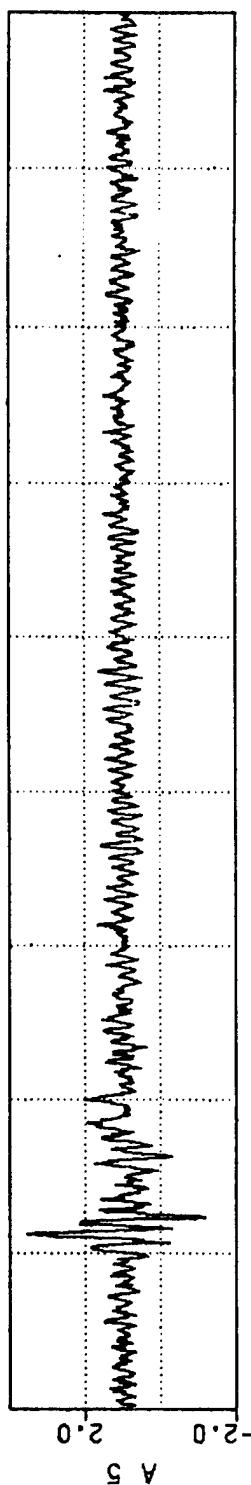
TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 38 PAGE NO. 5

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

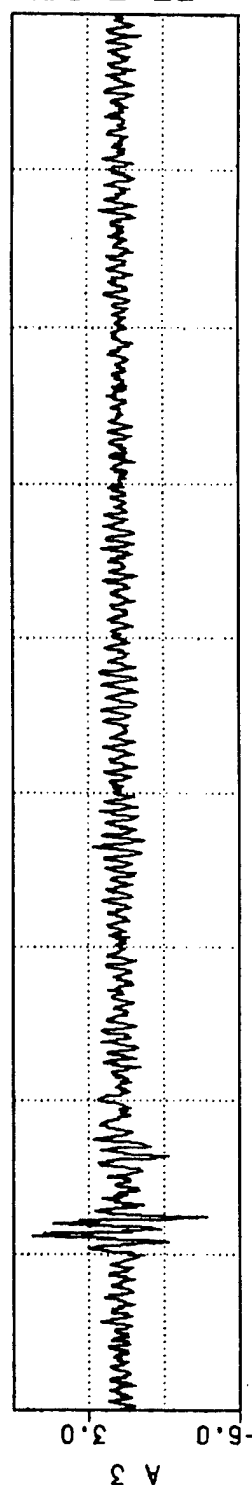
80 KNOTS : SINGLE BUMP : HEAVY WEIGHT : 8 DEG STAB.



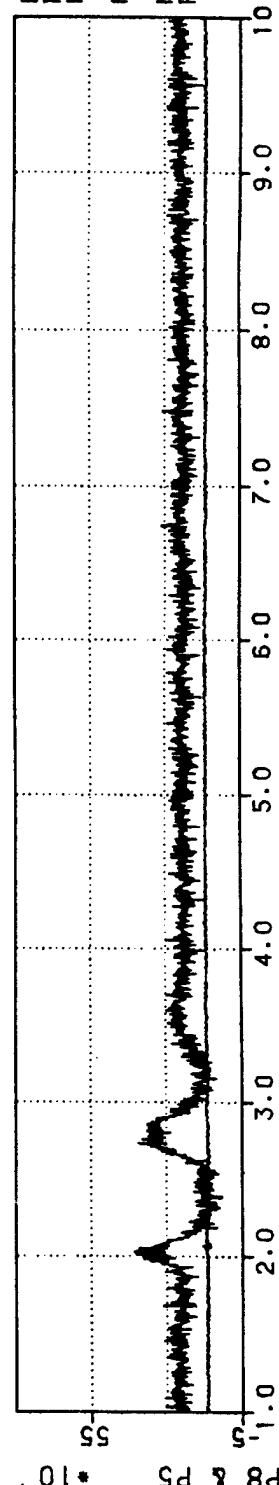
A6 & A4
FILE 10, CHAN 6
MAX = 2.311
MIN = 0.099 SEC
MEAN = 1.037
RMS = 1.046



A 5
FILE 10, CHAN 5
MAX = 3.539
MIN = 2.125 SEC
MEAN = 0.976
RMS = 1.022



A 3
FILE 10, CHAN 3
MAX = 6.408
MIN = 2.120 SEC
MEAN = 1.092
RMS = 1.264



P8 & P5
FILE 10, CHAN 20
MAX = 106.077
MIN = 2.074 SEC
MEAN = 88.938
RMS = 88.974

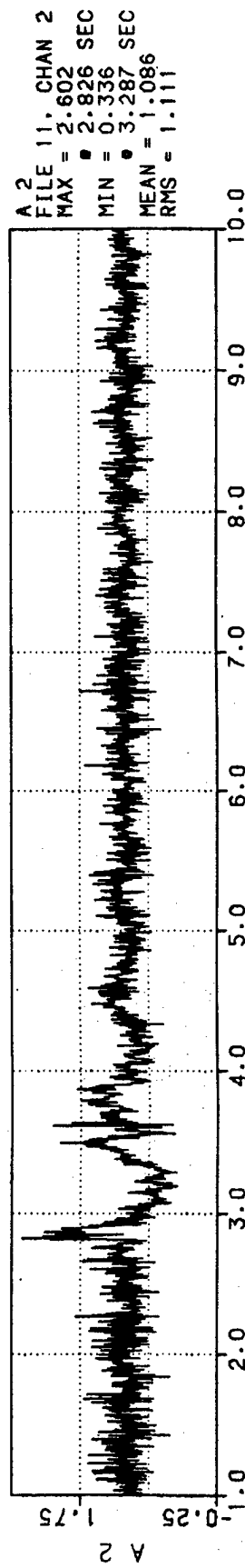
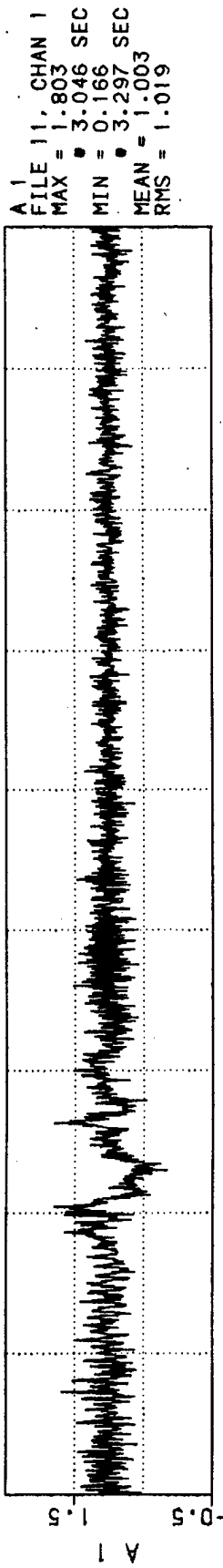
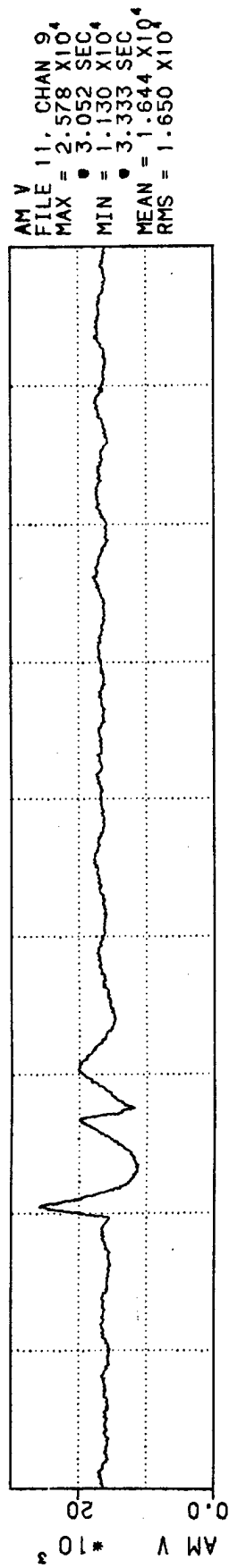
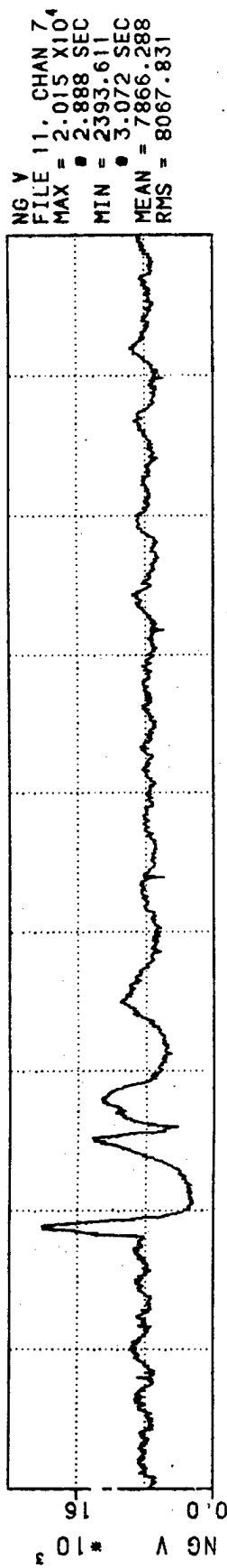
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 38 PAGE NO. 6

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

60 KNOTS : SINGLE BUMP : HEAVY WEIGHT : 185 PSI NOSE TIRES



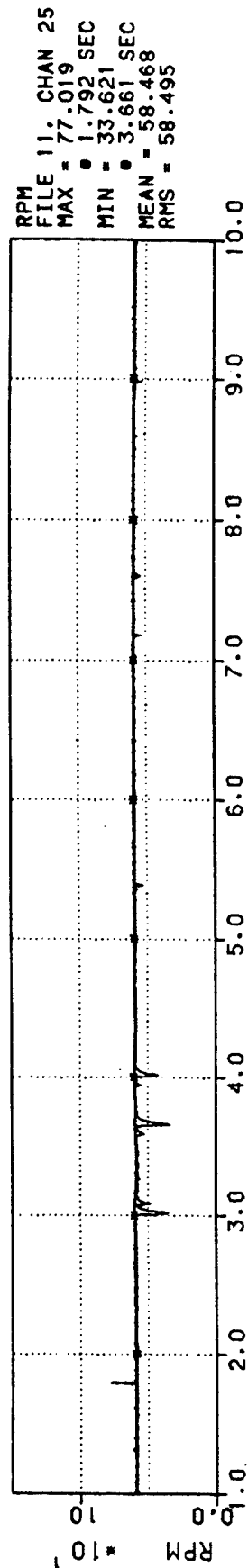
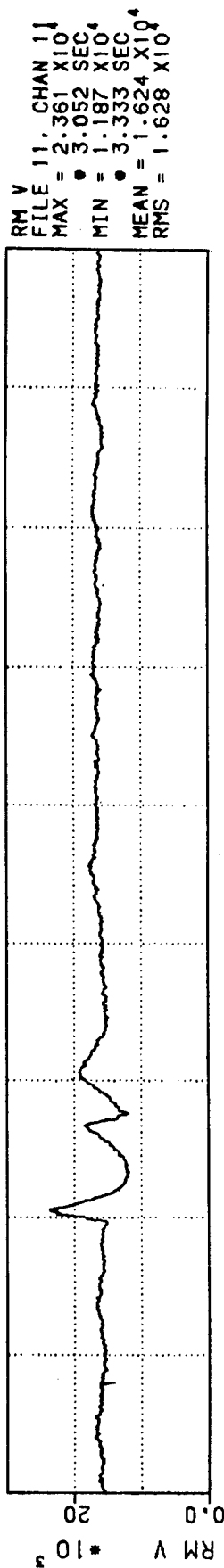
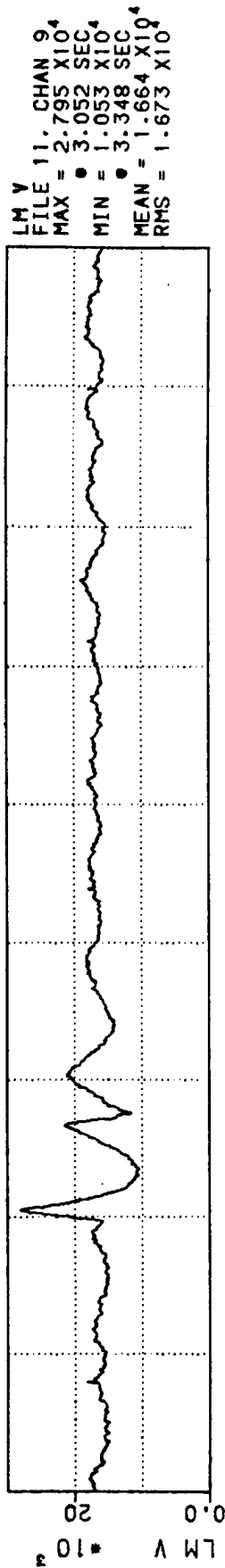
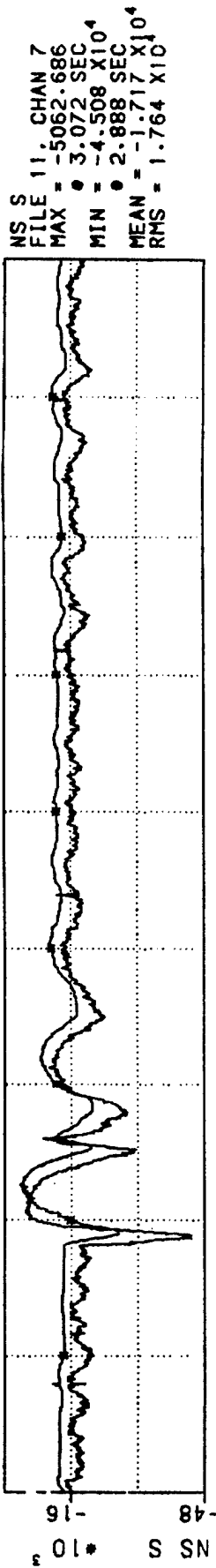
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 39 PAGE NO. 1

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

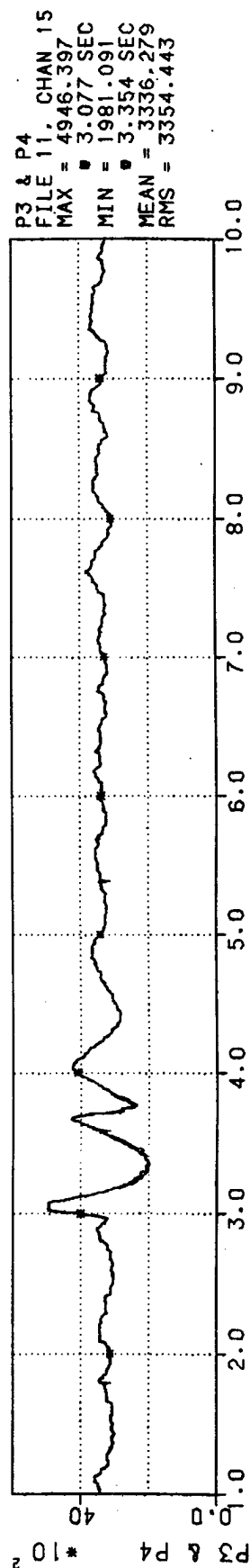
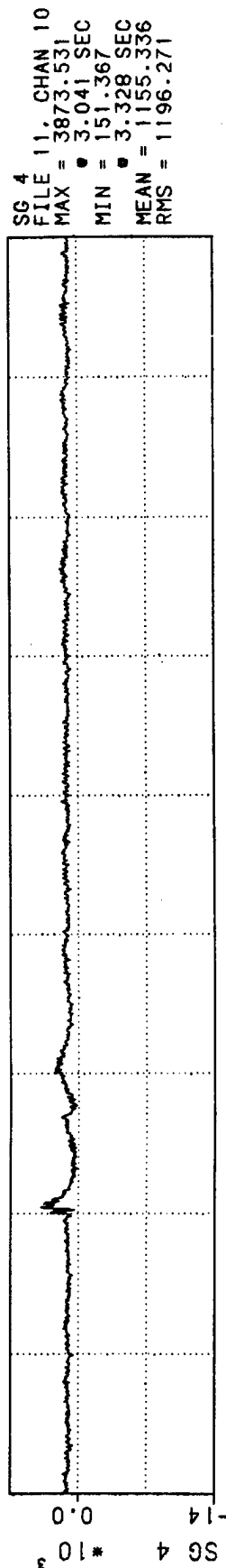
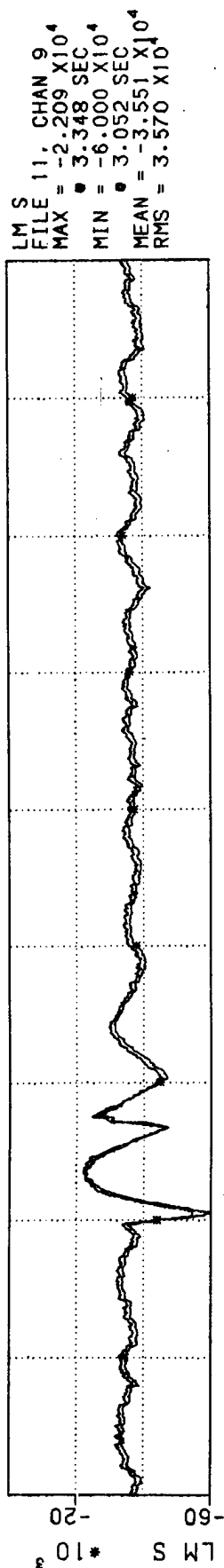
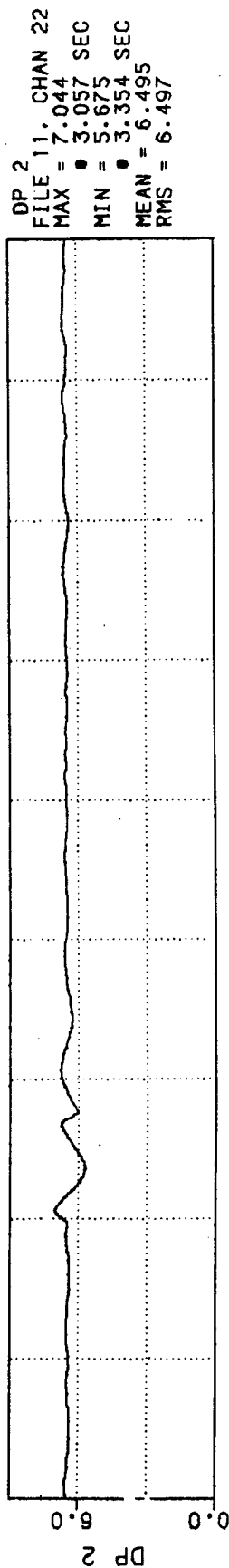
60 KNOTS : SINGLE BUMP : HEAVY WEIGHT : 185 PSI NOSE TIRES



TIME - SECONDS
RUN NO. 39
PAGE NO. 2
DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

60 KNOTS : SINGLE BUMP : HEAVY WEIGHT : 185 PSI NOSE TIRES



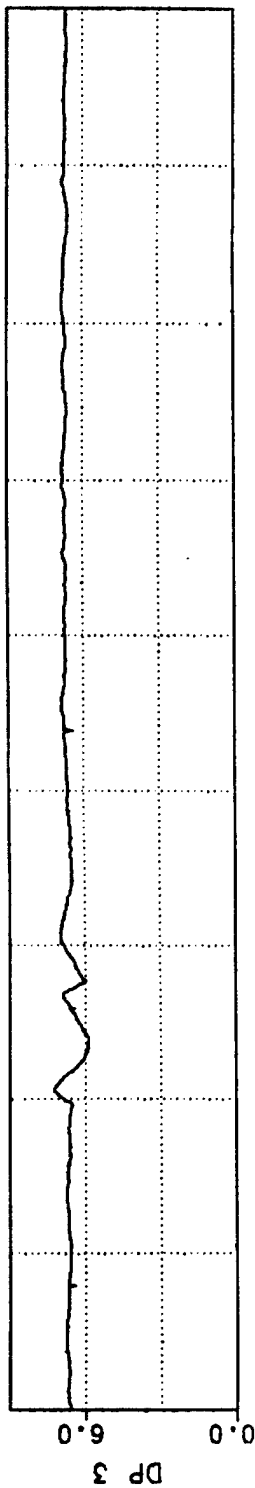
TIME - SECONDS

DELTA T (MSEC) = 5.120

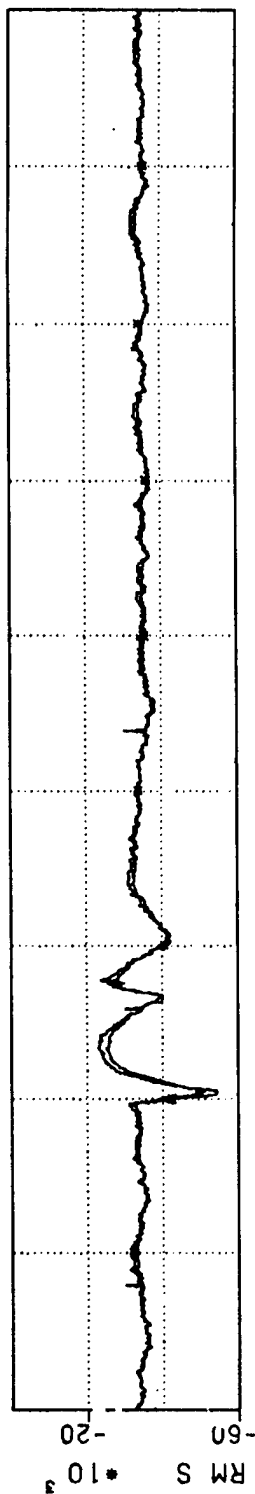
RUN NO. 39 PAGE NO. 3

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

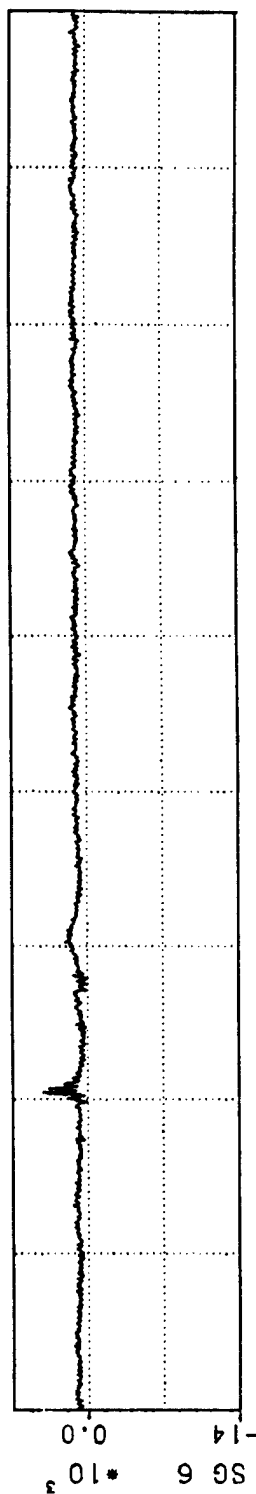
60 KNOTS : SINGLE BUMP : HEAVY WEIGHT : 185 PSI NOSE TIRES



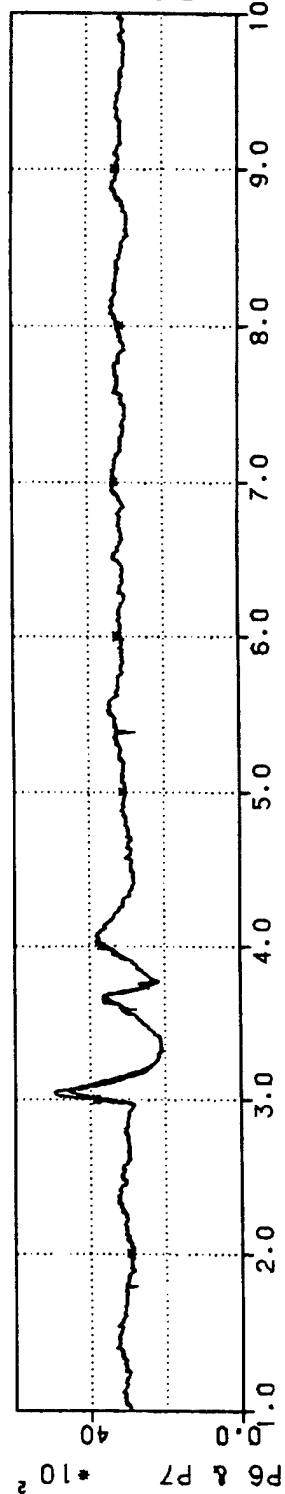
DP 3
FILE 11, CHAN 23
MAX = 7.252
MIN = 3.062 SEC
MEAN = 5.880
RMS = 3.374 SEC
RMS = 6.673



RM S
FILE 11, CHAN 11
MAX = -2.500 X10⁴
MIN = 3.333 SEC
MEAN = -5.111 X10⁴
RMS = 3.052 SEC
RMS = -3.478 X10⁴



SG 6
FILE 11, CHAN 12
MAX = 4095.062
MIN = -29.711
MEAN = 3.753 SEC
RMS = 960.149
RMS = 998.072



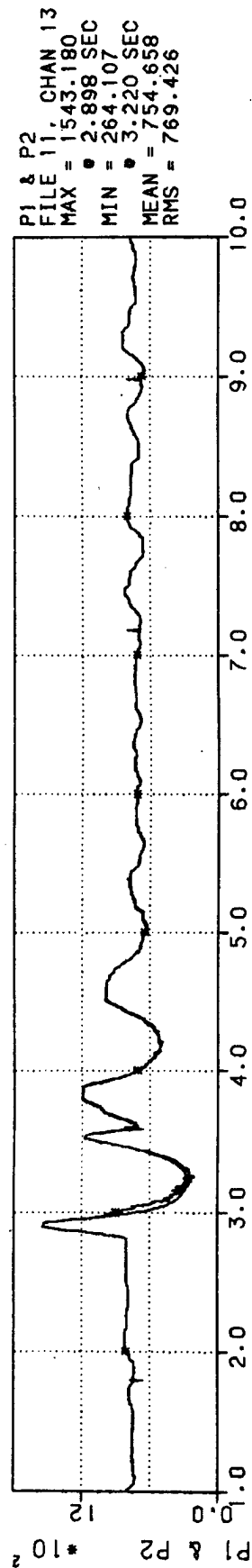
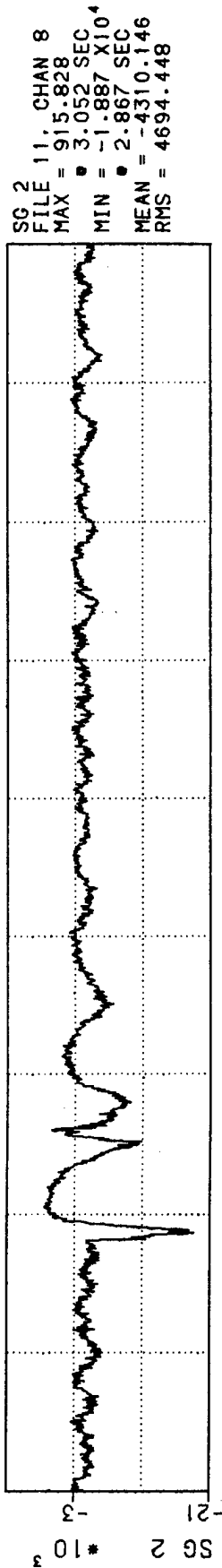
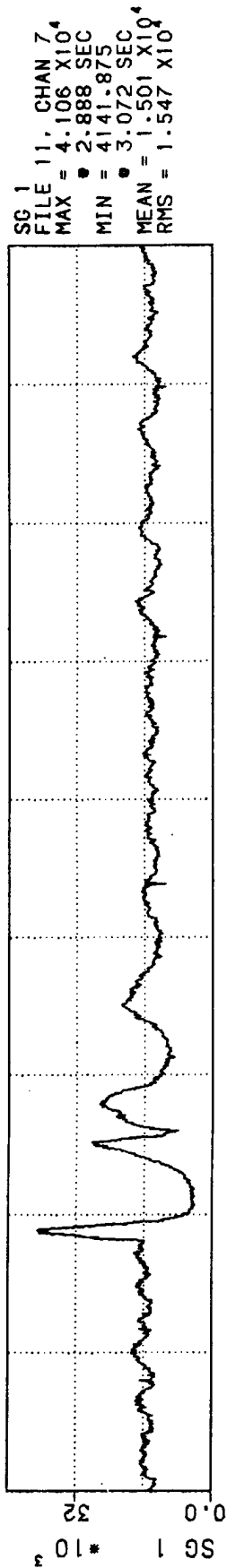
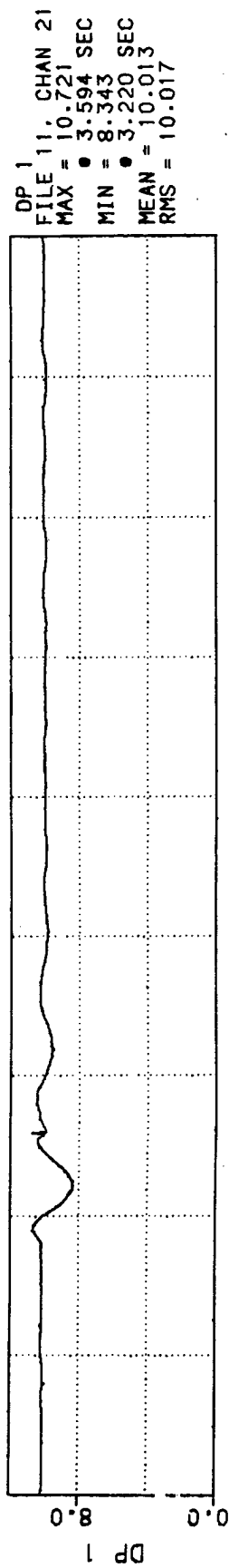
P6 & P7
FILE 11, CHAN 18
MAX = 4571.801
MIN = 3.062 SEC
MEAN = 2075.277
RMS = 3.328 SEC
RMS = 3093.652
RMS = 3105.101

TIME - SECONDS

DELTA T (MSEC) = 5.120
RUN NO. 39 PAGE NO. 4

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

60 KNOTS : SINGLE BUMP : HEAVY WEIGHT : 185 PSI NOSE TIRES

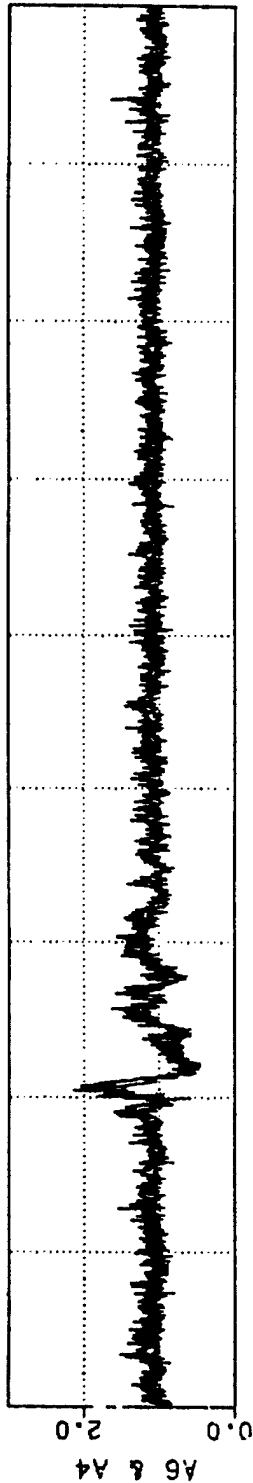


TIME - SECONDS
DELTA T (MSEC) = 5.120

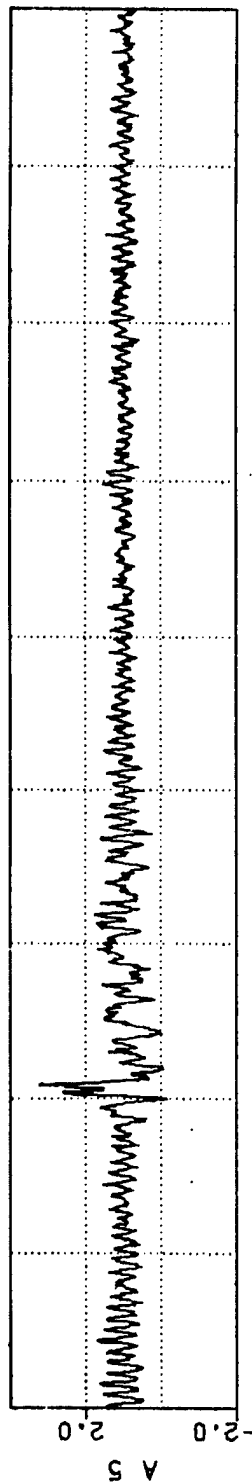
RUN NO. 39 PAGE NO. 5

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

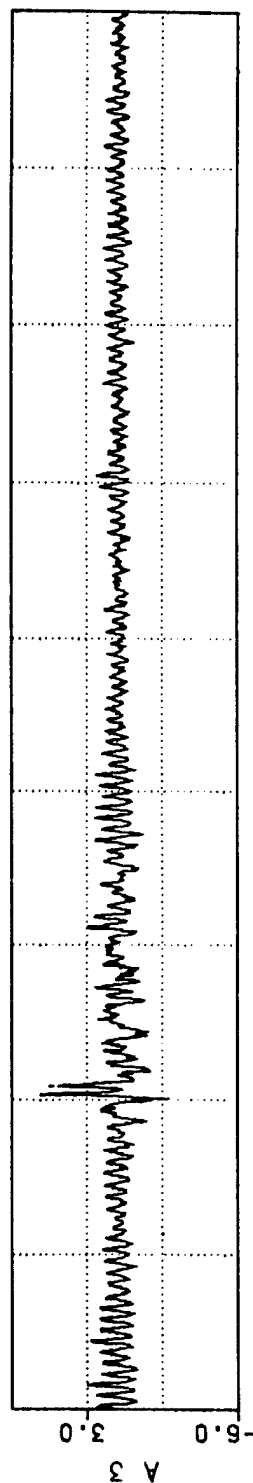
60 KNOTS : SINGLE BUMP : HEAVY WEIGHT : 185 PSI NOSE TIRES



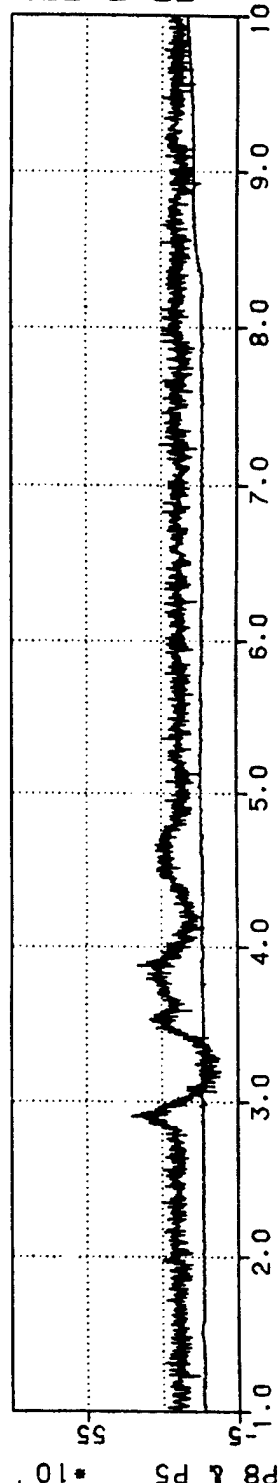
A6 & A4
FILE 11, CHAN 6
MAX = 1.980
MIN = 0.466
MEAN = 1.040
RMS = 1.047



A 5
FILE 11, CHAN 5
MAX = 3.239
MIN = -0.163
MEAN = 0.974
RMS = 1.012



A 3
FILE 11, CHAN 3
MAX = 5.773
MIN = -1.878
MEAN = 1.095
RMS = 1.228



P8 & P5
FILE 11, CHAN 20
MAX = 151.209
MIN = 76.803
MEAN = 96.346
RMS = 97.557

TIME - SECONDS

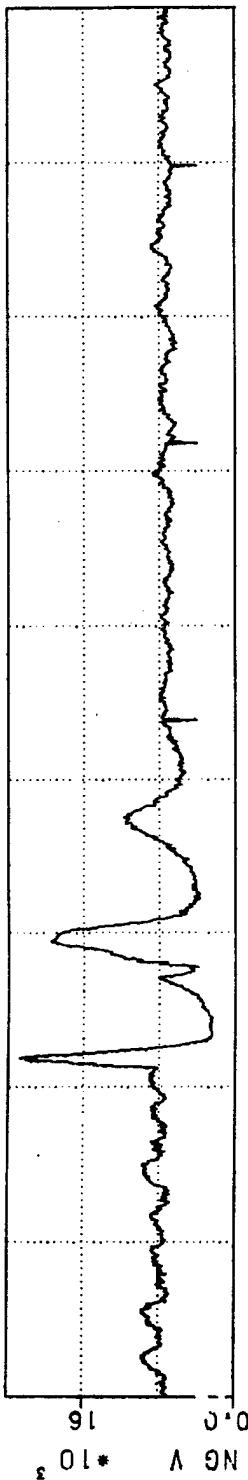
DELTA T (MSEC) = 5.120

RUN NO. 39 PAGE NO. 6

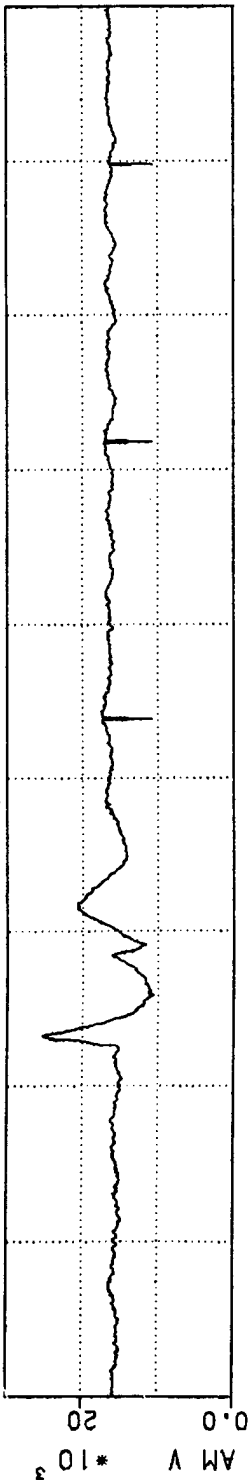
A-7D HAVE BOUNCE TEST: WHITEMAN AFB

70 KNOTS : SINGLE BUMP : HEAVY WEIGHT : 185 PSI NOSE TIRES

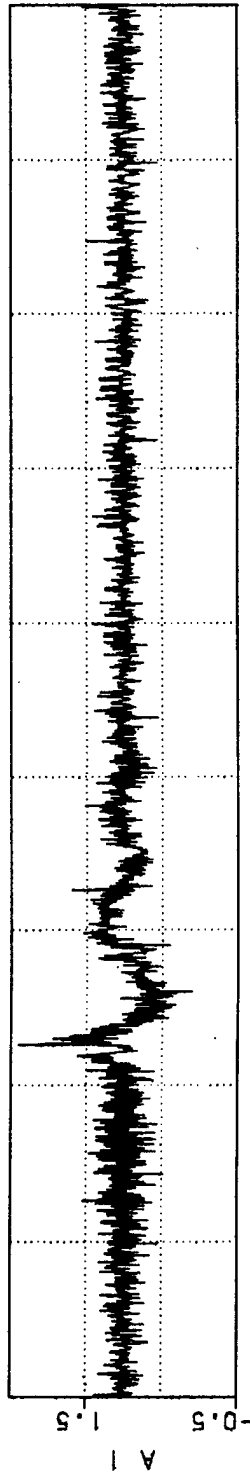
NG V
FILE 24, CHAN 7
MAX = 2.270 X10⁴
MIN = 3.190 SEC
MEAN = 2372.418
RMS = 3.359 SEC
MEAN = 7549.117
RMS = 7889.909



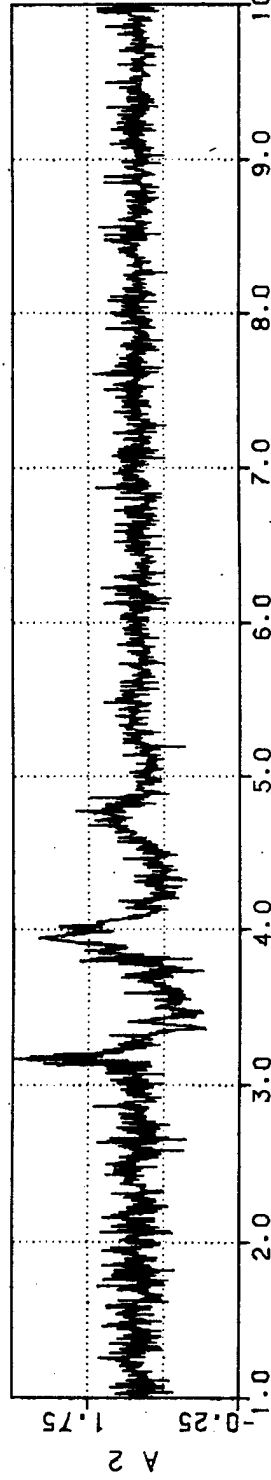
AM V
FILE 24, CHAN 9
MAX = 2.529 X10⁴
MIN = 3.323 SEC
MEAN = 1.072 X10⁴
RMS = 8.980 SEC
MEAN = 1.605 X10⁴
RMS = 1.611 X10⁴



A 1
FILE 24, CHAN 1
MAX = 2.405
MIN = 3.267 SEC
MEAN = 0.117
RMS = 3.599 SEC
MEAN = 1.008
RMS = 1.025



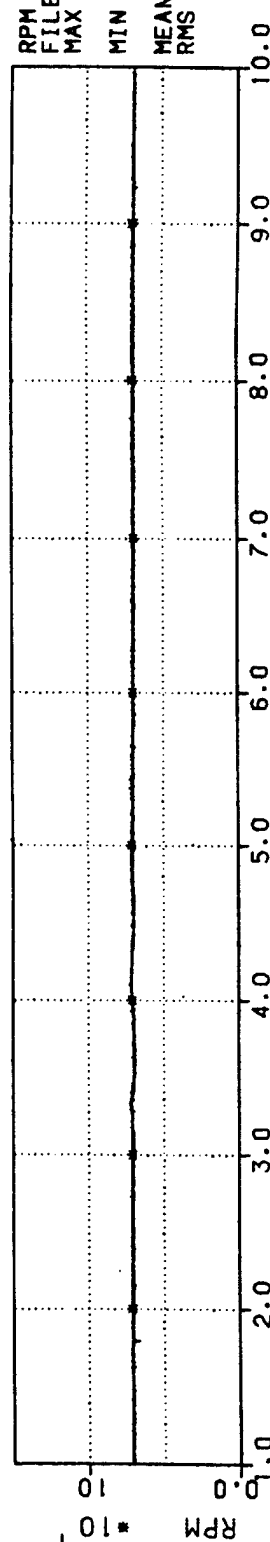
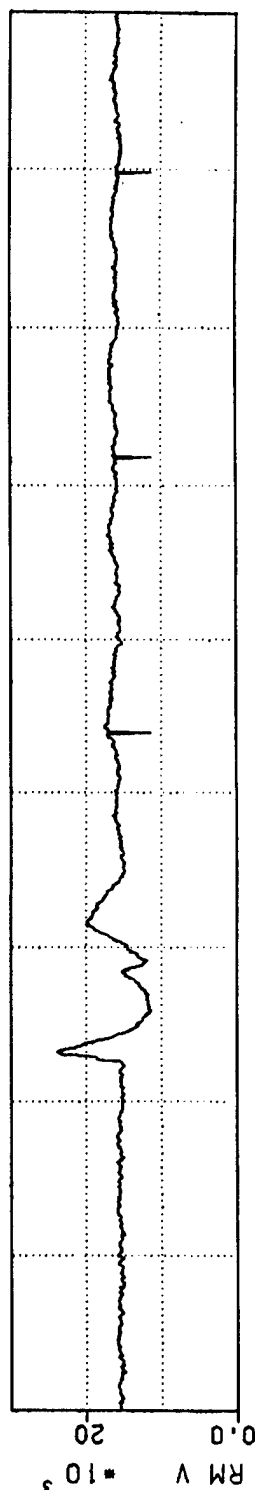
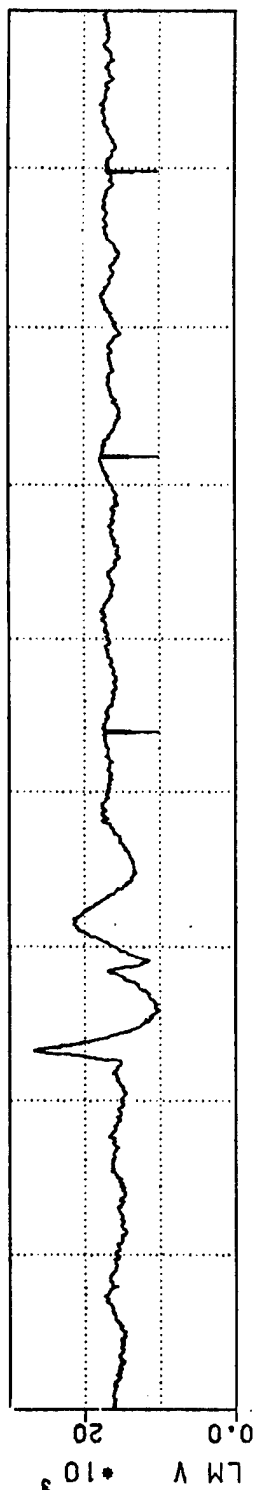
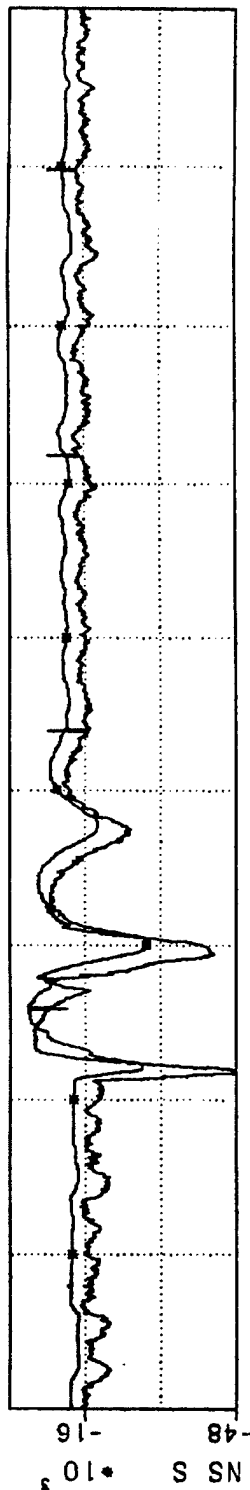
A 2
FILE 24, CHAN 2
MAX = 2.750
MIN = 3.169 SEC
MEAN = 0.197
RMS = 3.364 SEC
MEAN = 1.093
RMS = 1.123



TIME - SECONDS
DELTA T (NSEC) = 5.120
RUN NO. 40 PAGE NO. 1

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

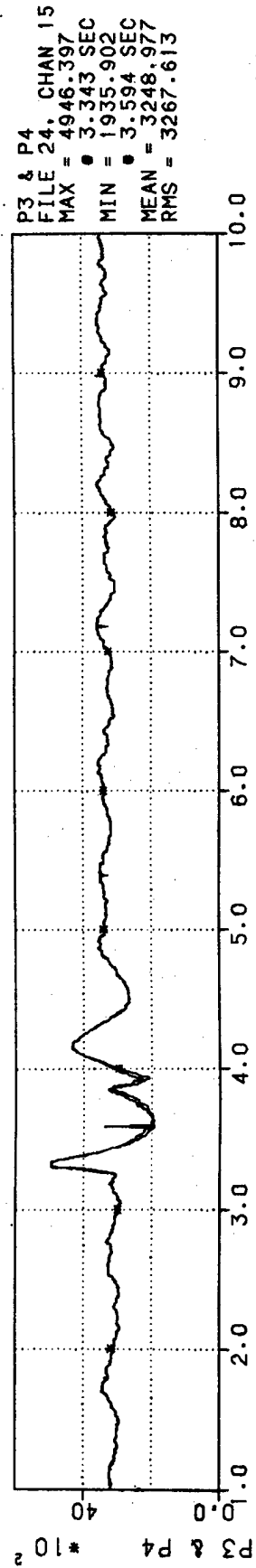
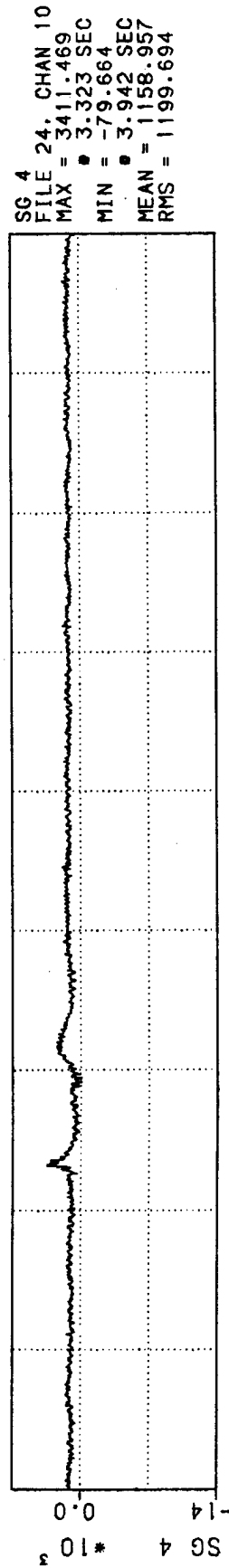
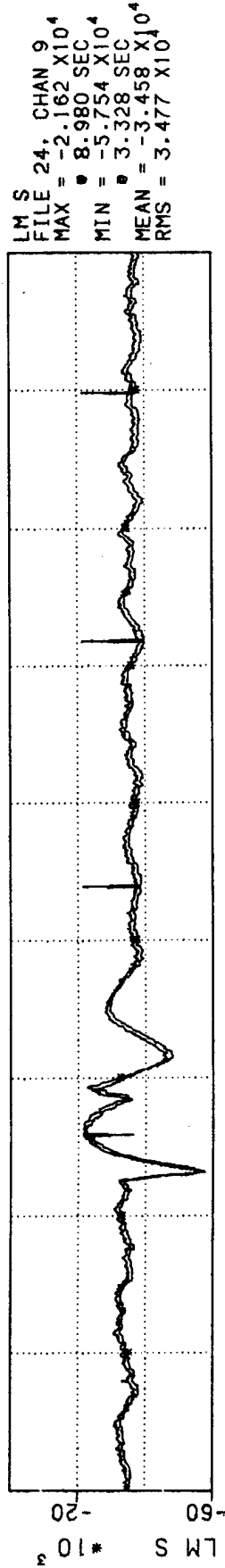
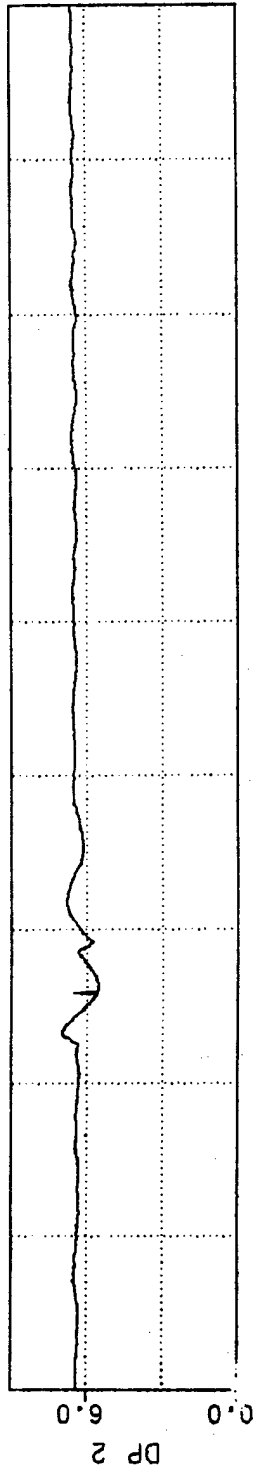
70 KNOTS : SINGLE BUMP : HEAVY WEIGHT : 185 PSI NOSE TIRES



TIME - SECONDS
RUN NO. 40
PAGE NO. 2
DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

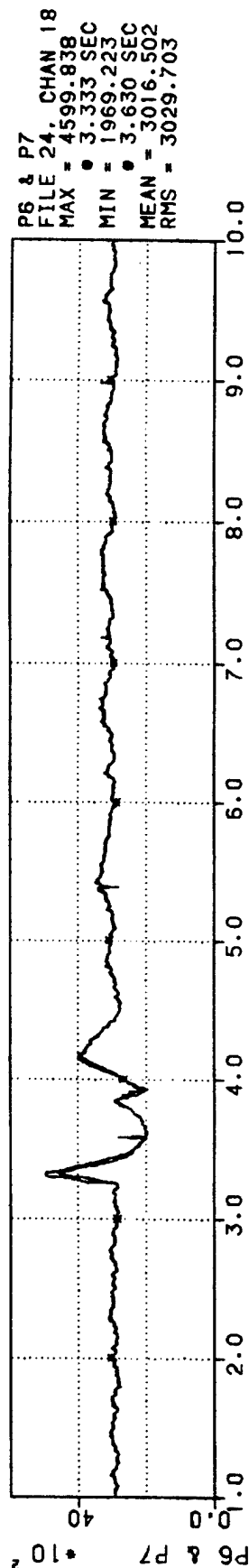
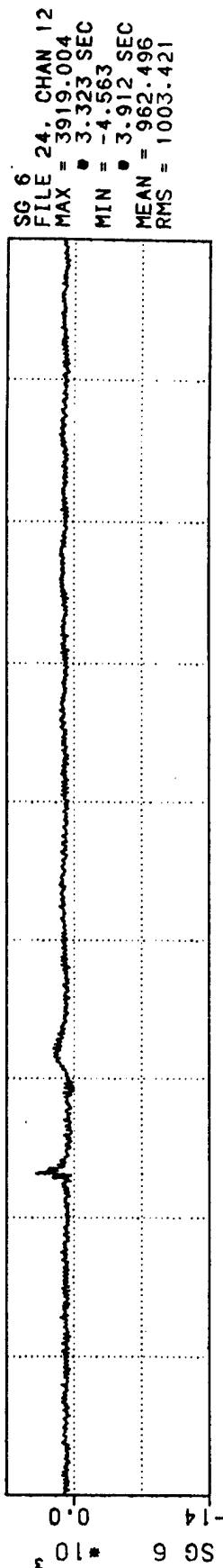
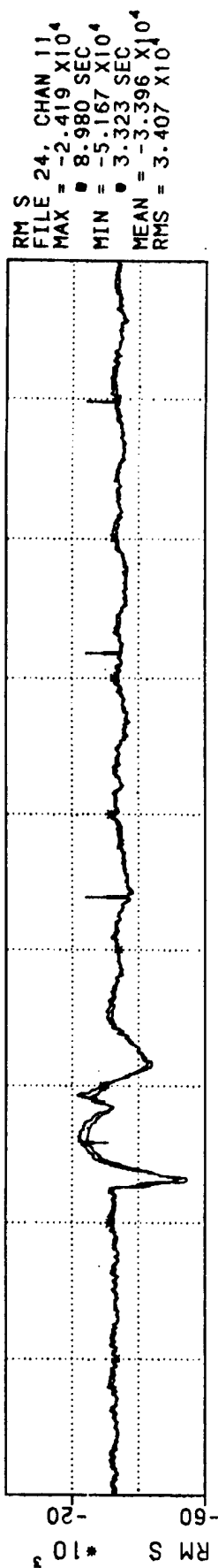
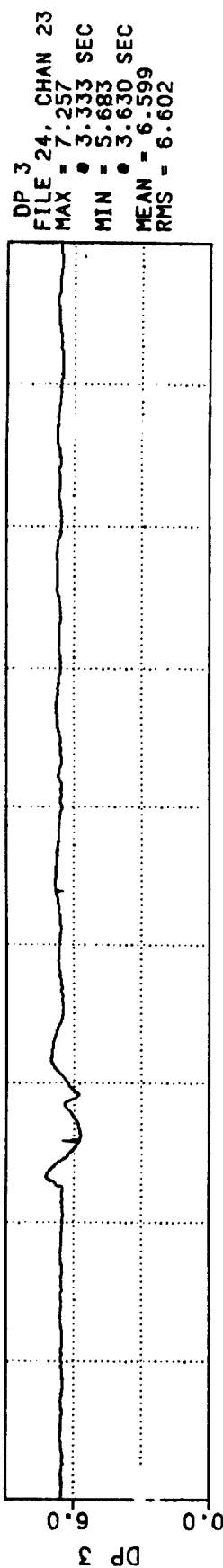
70 KNOTS : SINGLE BUMP : HEAVY WEIGHT : 185 PSI NOSE TIRES



TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 40 PAGE NO. 3

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

70 KNOTS : SINGLE BUMP : HEAVY WEIGHT : 185 PSI NOSE TIRES



TIME - SECONDS

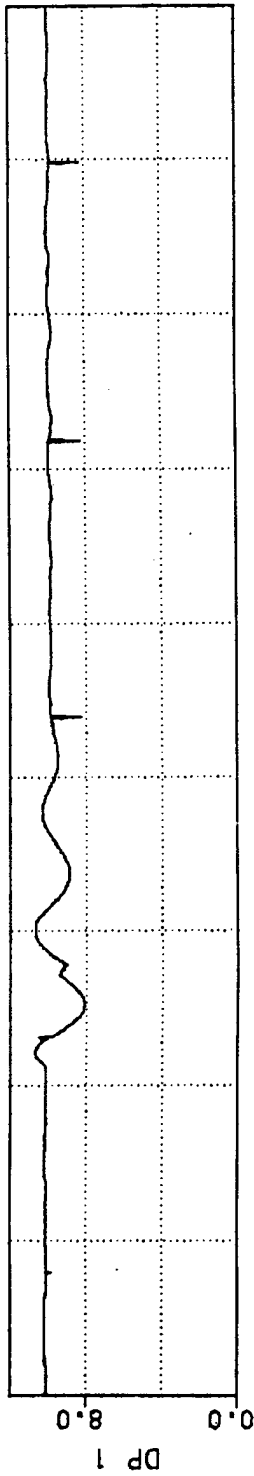
DELTA T (MSEC) = 5.120

RUN NO. 40 PAGE NO. 4

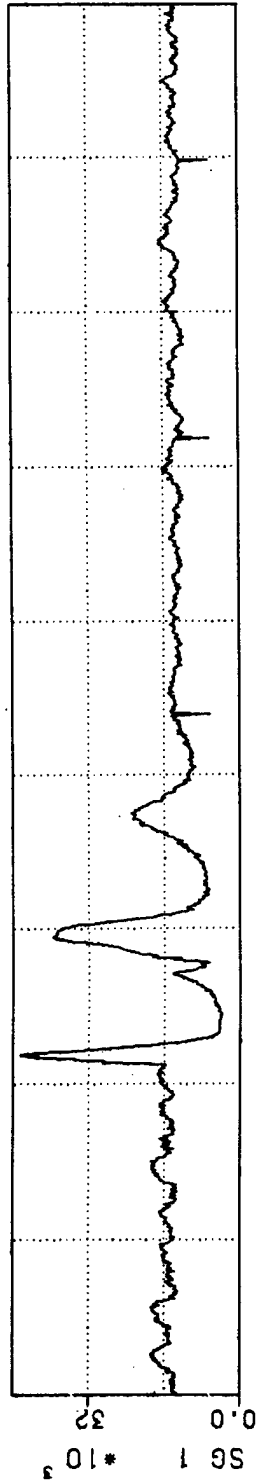
A-7D HAVE BOUNCE TEST: WHITEMAN AFB

70 KNOTS : SINGLE BUMP : HEAVY WEIGHT : 185 PSI NOSE TIRES

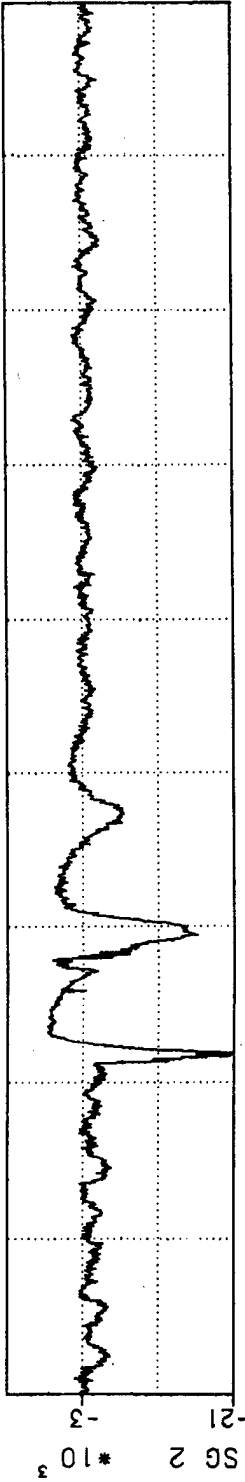
DP 1
FILE 24, CHAN 21
MAX = 10.696
MIN = 8.100
MEAN = 9.876
RMS = 9.884



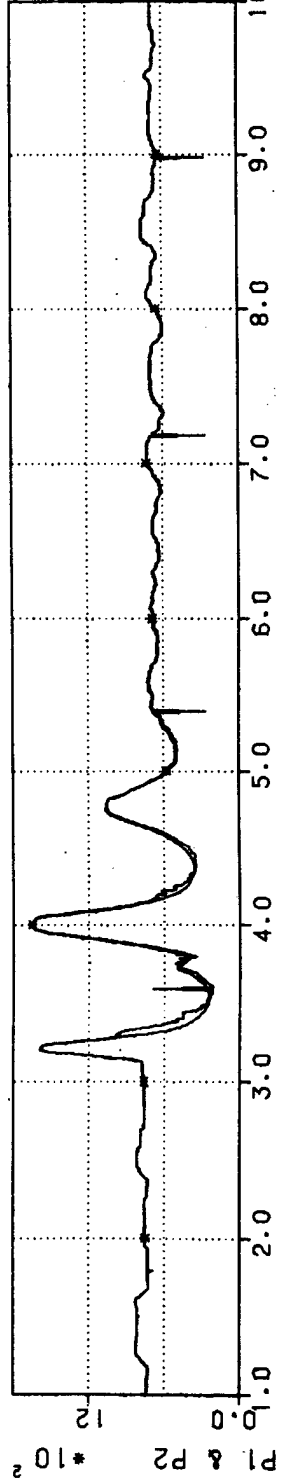
SG 1
FILE 24, CHAN 7
MAX = 4.646 X10⁴
MIN = 3.190 SEC
MEAN = 3865.312
RMS = 1.425 X10⁴



SG 2
FILE 24, CHAN 8
MAX = 1198.008
MIN = -2.100 X10⁴
MEAN = -3711.249
RMS = 4376.556



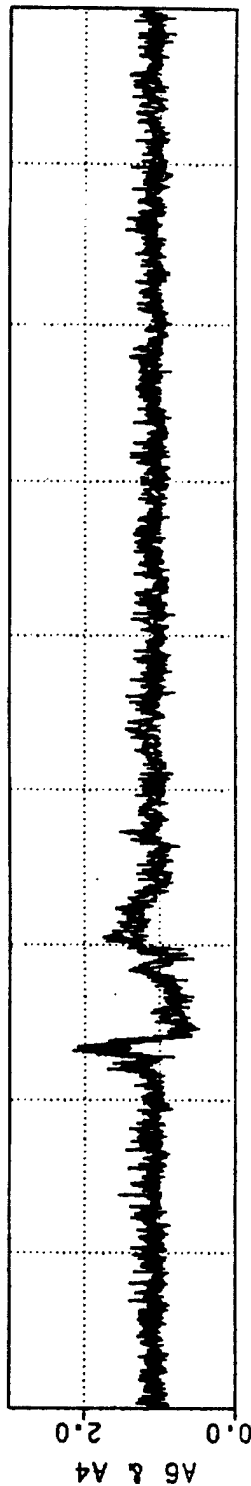
P1 & P2
FILE 24, CHAN 13
MAX = 1653.234
MIN = 244.542
MEAN = 705.029
RMS = 731.278



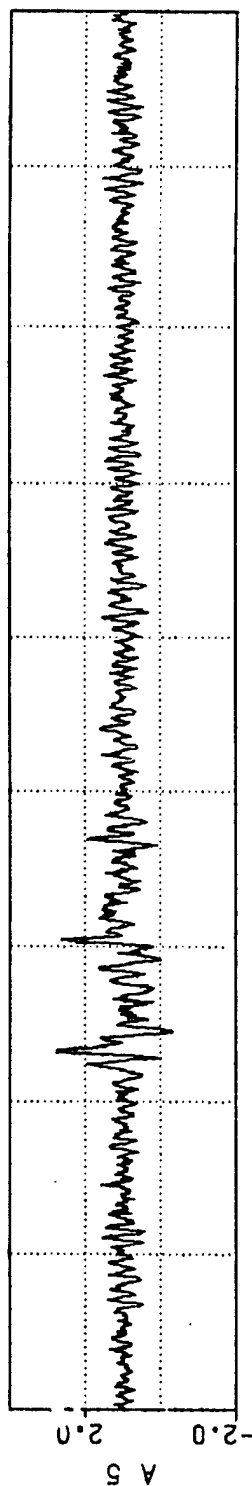
TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 40 PAGE NO. 5

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

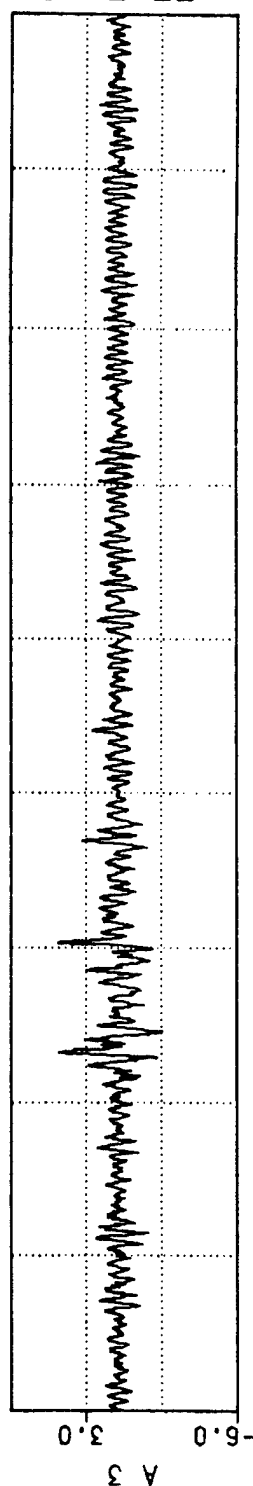
70 KNOTS : SINGLE BUMP : HEAVY WEIGHT : 185 PSI NOSE TIRES



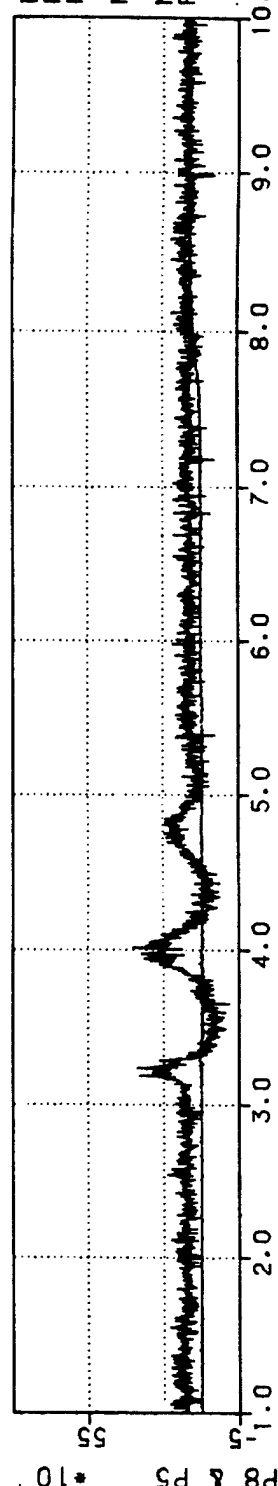
A6 & A4
FILE 24, CHAN 6
MAX = 2.026
MIN = 0.539
MEAN = 1.038
RMS = 1.046



A 5
FILE 24, CHAN 5
MAX = 2.748
MIN = -0.313
MEAN = 0.975
RMS = 1.016



A 3
FILE 24, CHAN 3
MAX = 4.665
MIN = -1.581
MEAN = 1.092
RMS = 1.244



P8 & P5
FILE 24, CHAN 20
MAX = 156.088
MIN = 91.440
MEAN = 109.828
RMS = 111.499

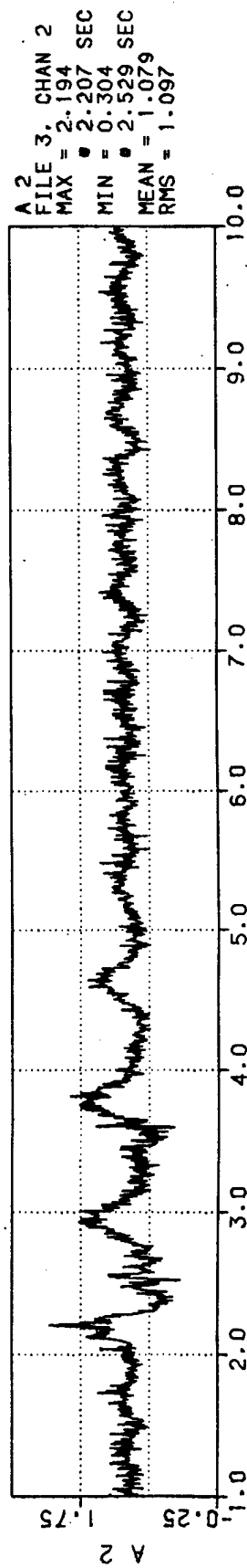
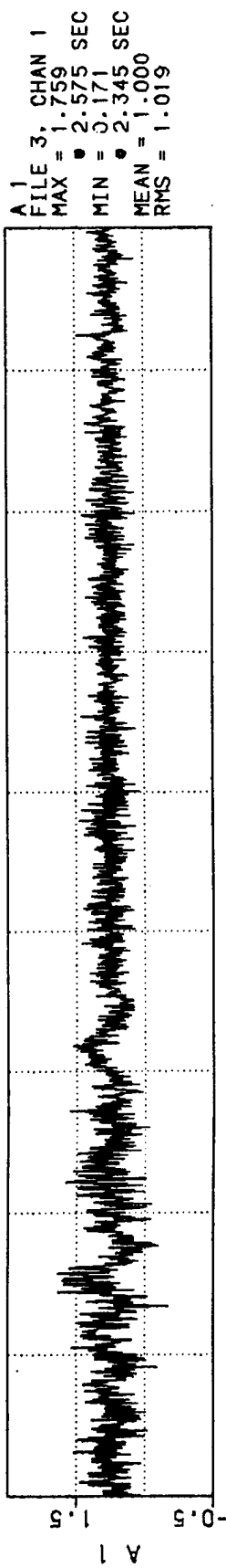
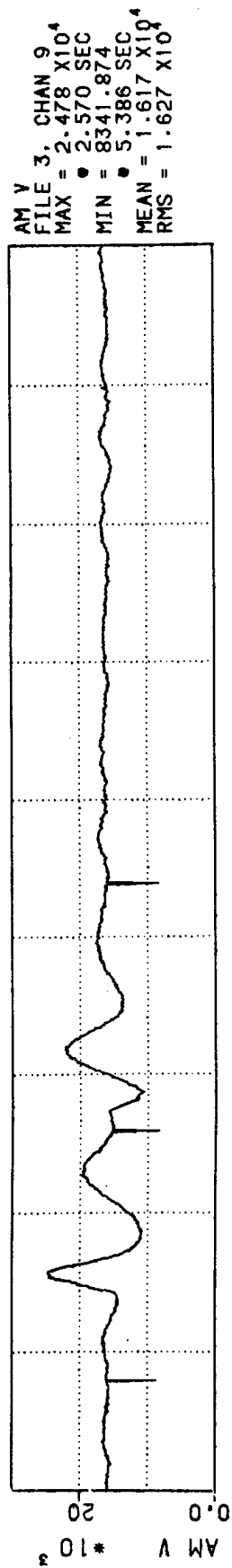
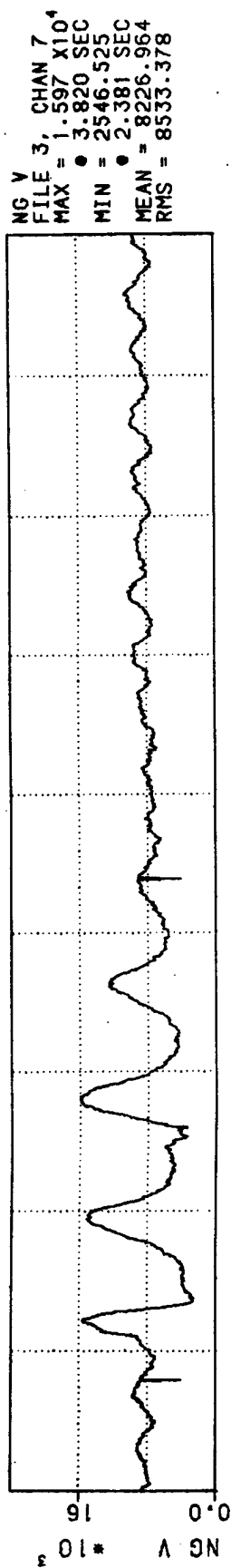
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 40 PAGE NO. 6

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

20 KNOTS : SINGLE BUMP : HEAVY WEIGHT : ACCELERATING



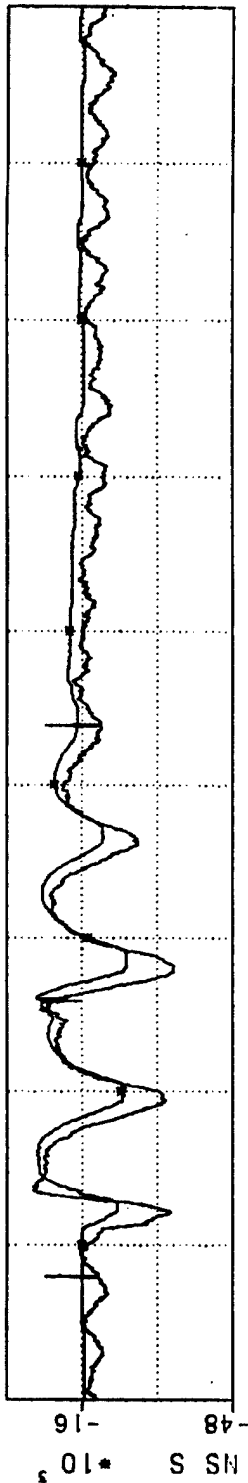
TIME - SECONDS

DELTA T (MSEC) = 5.120

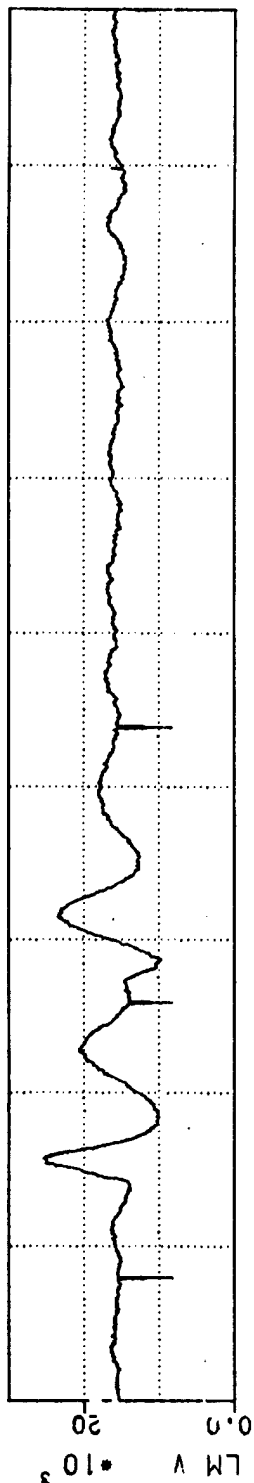
RUN NO. 41 PAGE NO. 1

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

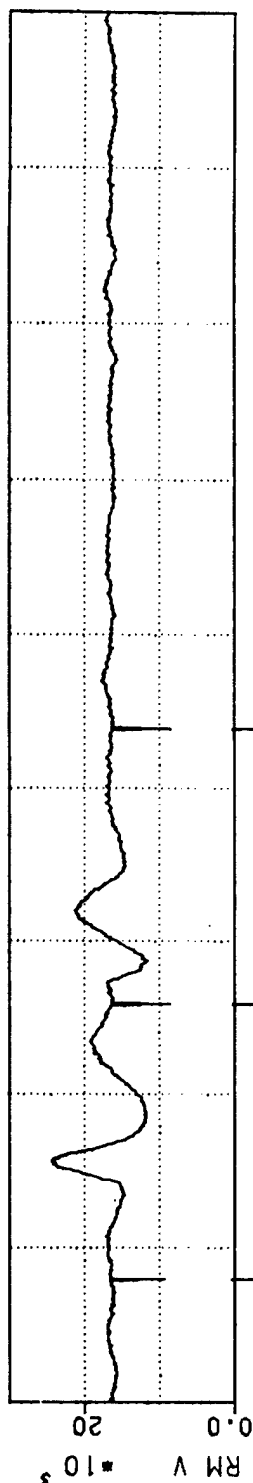
20 KNOTS : SINGLE BUMP : HEAVY WEIGHT : ACCELERATING



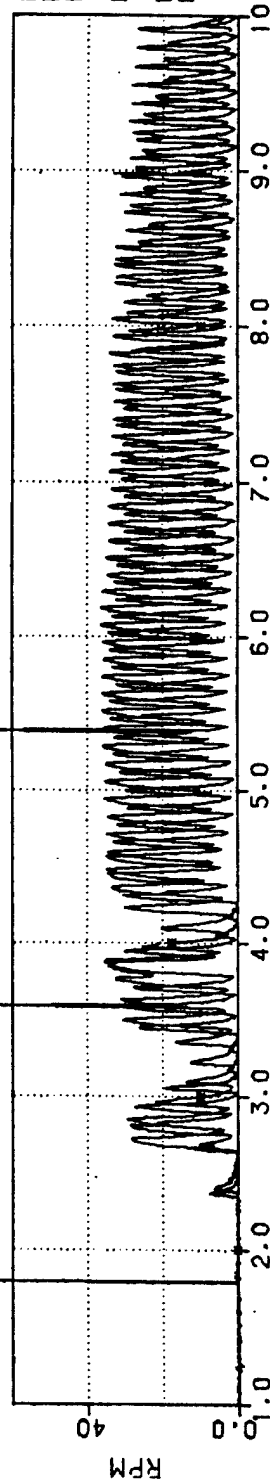
FILE 3, CHAN 7
MAX = -5532.580
MIN = -3.381 SEC
MEAN = -3.579 X 10⁴
RMS = 3.820 SEC
RMS = -1.812 X 10⁴
RMS = 1.883 X 10⁴



FILE 3, CHAN 9
MAX = 2.530 X 10⁴
MIN = 2.575 SEC
MEAN = 8216.131
RMS = 5.386 SEC
RMS = 1.588 X 10⁴
RMS = 1.602 X 10⁴



FILE 3, CHAN 11
MAX = 2.443 X 10⁴
MIN = 2.570 SEC
MEAN = 8467.615
RMS = 5.386 SEC
RMS = 1.646 X 10⁴
RMS = 1.654 X 10⁴



FILE 3, CHAN 25
MAX = 60.000
MIN = 5.386 SEC
MEAN = 0.000 X 10⁻¹⁰¹
RMS = 4.132 SEC
RMS = 10.948
RMS = 15.453

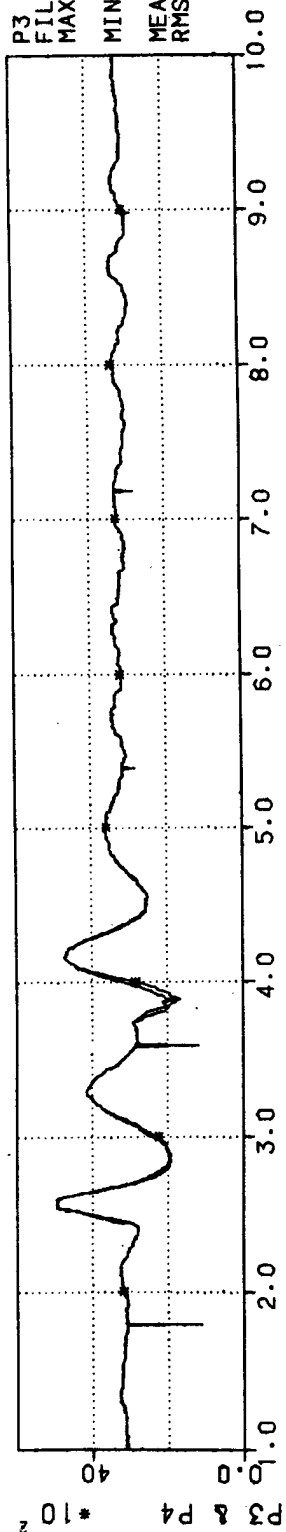
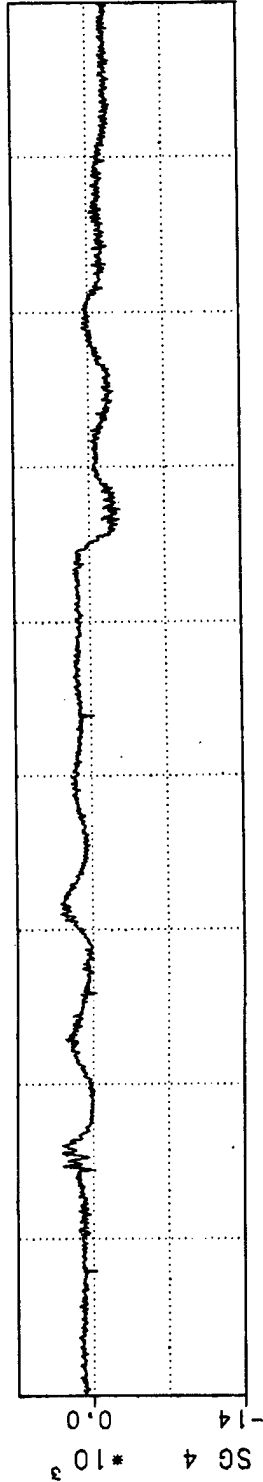
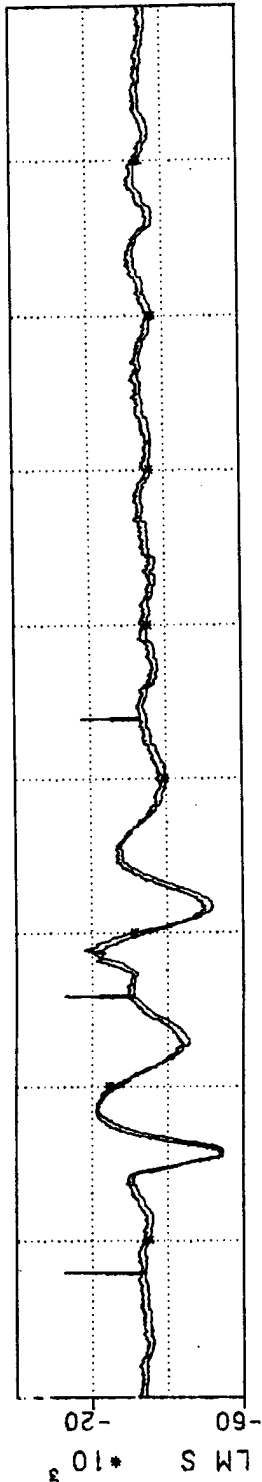
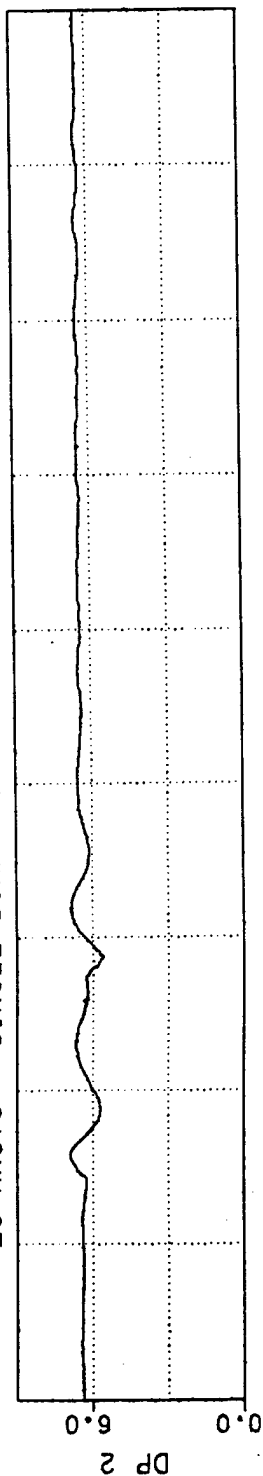
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 41 PAGE NO. 2

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

20 KNOTS : SINGLE BUMP : HEAVY WEIGHT : ACCELERATING



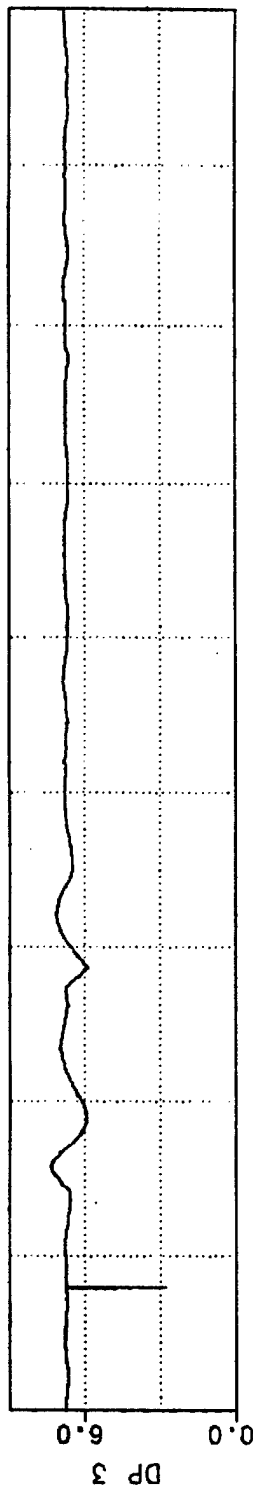
TIME - SECONDS

DELTA T (MSEC) = 5.120

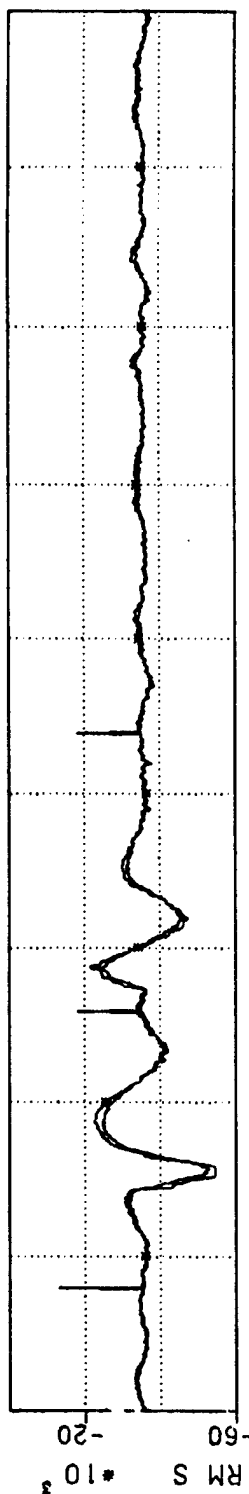
RUN NO. 41 PAGE NO. 3

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

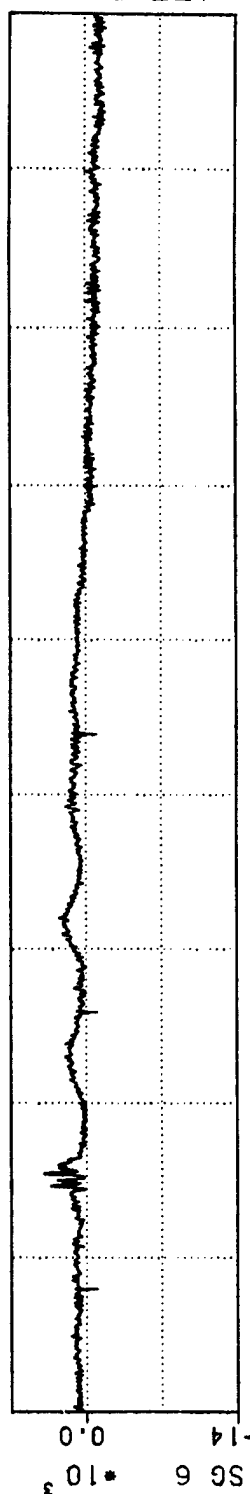
20 KNOTS : SINGLE BUMP : HEAVY WEIGHT : ACCELERATING



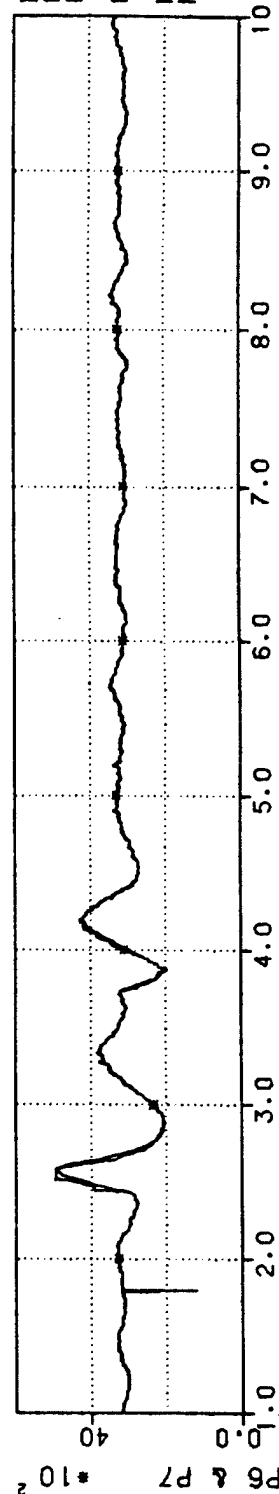
DP 3
FILE 3, CHAN 23
MAX = 7.342
MIN = 2.591 SEC
MEAN = 1.792 SEC
RMS = 6.709



RM S
FILE 3, CHAN 11
MAX = -1.815 X10⁴
MIN = 5.386 SEC
MEAN = -5.298 X10⁴
RMS = 2.570 SEC



SG 6
FILE 3, CHAN 12
MAX = 3919.004
MIN = 2.545 SEC
MEAN = -1941.191
RMS = 9.364 SEC



P6 & P7
FILE 3, CHAN 18
MAX = 4928.970
MIN = 2.580 SEC
MEAN = 1987.508
RMS = 3.871 SEC

TIME - SECONDS

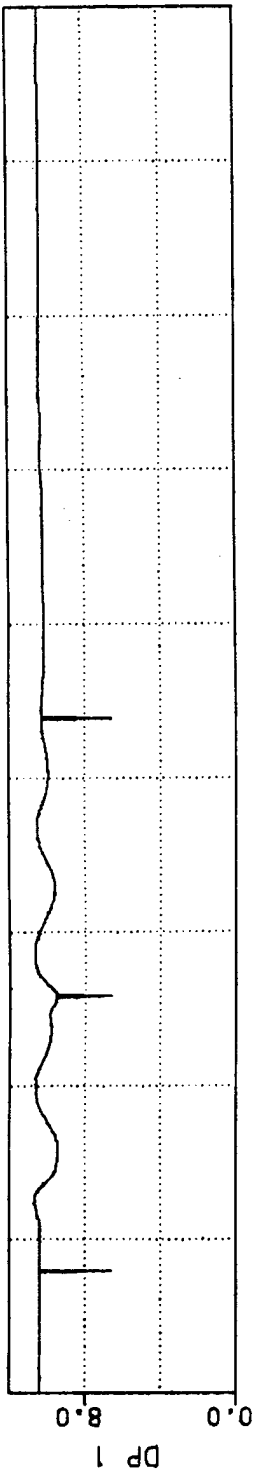
DELTA T (MSEC) = 5.120

RUN NO. 41 PAGE NO. 4

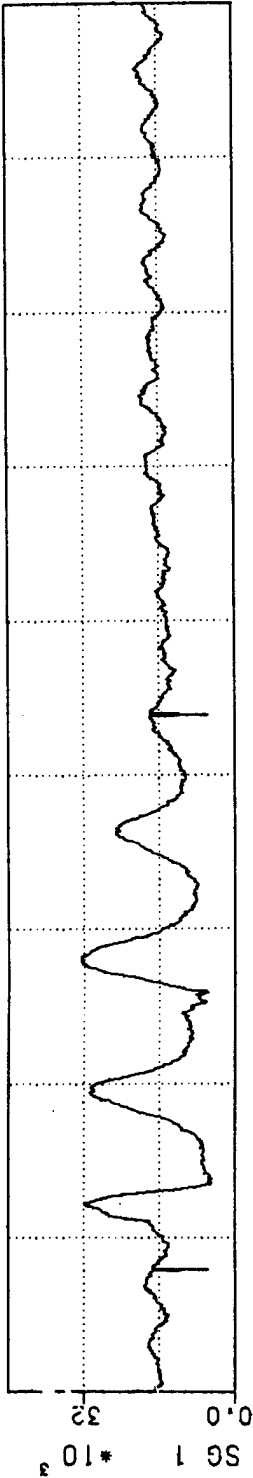
A-7D HAVE BOUNCE TEST: WHITEMAN AFB

20 KNOTS : SINGLE BUMP : HEAVY WEIGHT : ACCELERATING

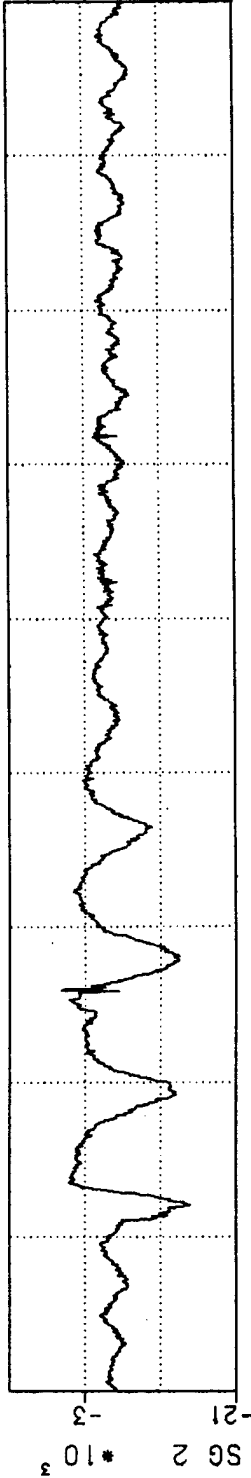
DP 1
FILE 3, CHAN 21
MAX = 10.649
MIN = 3.830 SEC
MEAN = 6.568
RMS = 5.386 SEC
MEAN = 10.215
RMS = 10.219



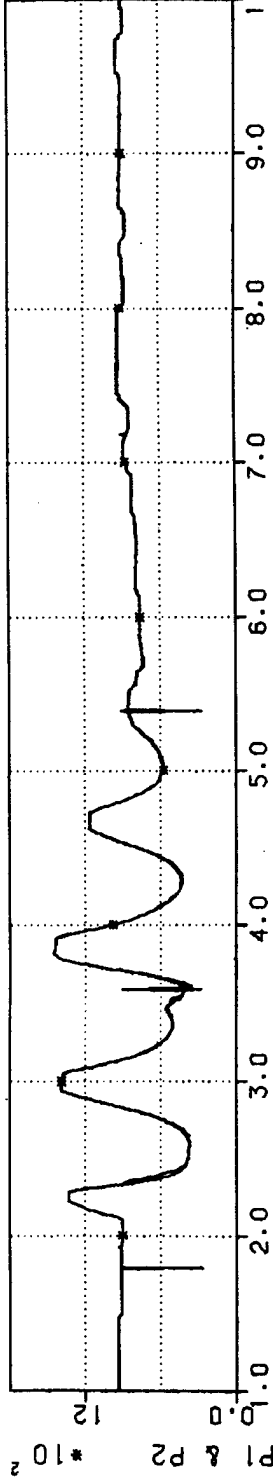
SG 1
FILE 3, CHAN 7
MAX = 3.266 X10⁴
MIN = 3.820 SEC
MEAN = 4798.711
RMS = 2.381 SEC
MEAN = 1.610 X10⁴
RMS = 1.679 X10⁴



SG 2
FILE 3, CHAN 8
MAX = -248.164
MIN = -3.594 SEC
MEAN = -1.552 X10⁴
RMS = 2.207 SEC
MEAN = -6092.739
RMS = 6531.923



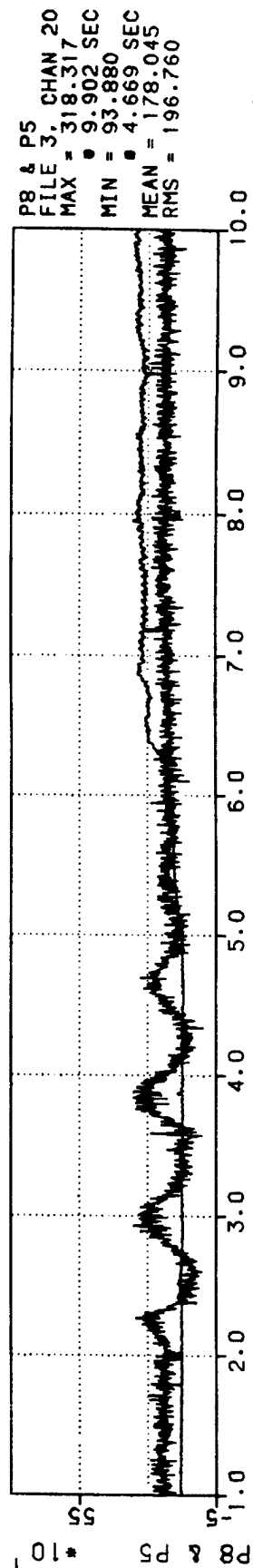
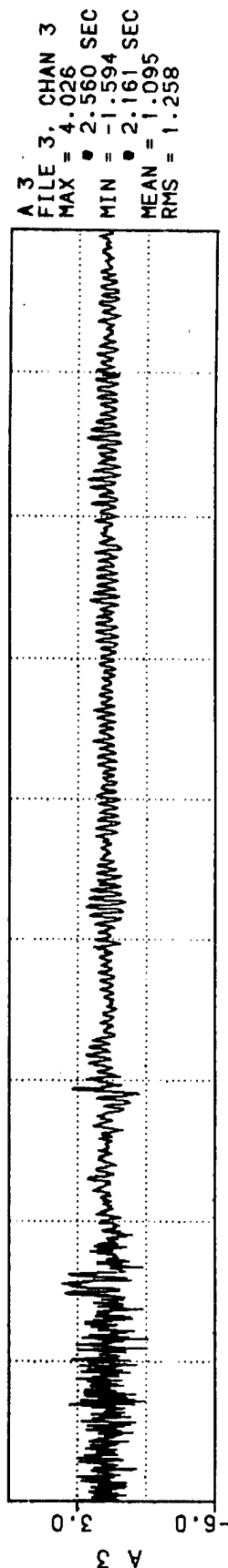
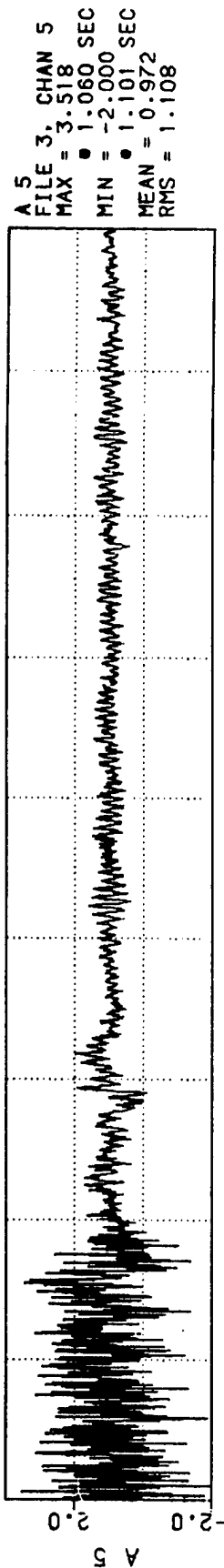
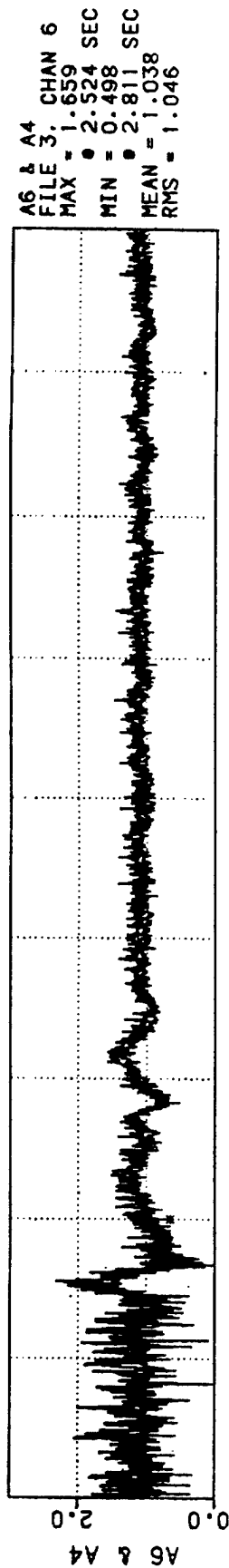
P1 & P2
FILE 3, CHAN 13
MAX = 1.452.691
MIN = 3.820 SEC
MEAN = 272.667
RMS = 5.386 SEC
MEAN = 848.585
RMS = 873.659



TIME - SECONDS
DELTA T (NSEC) = 5.120
RUN NO. 41 PAGE NO. 5

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

20 KNOTS : SINGLE BUMP : HEAVY WEIGHT : ACCELERATING



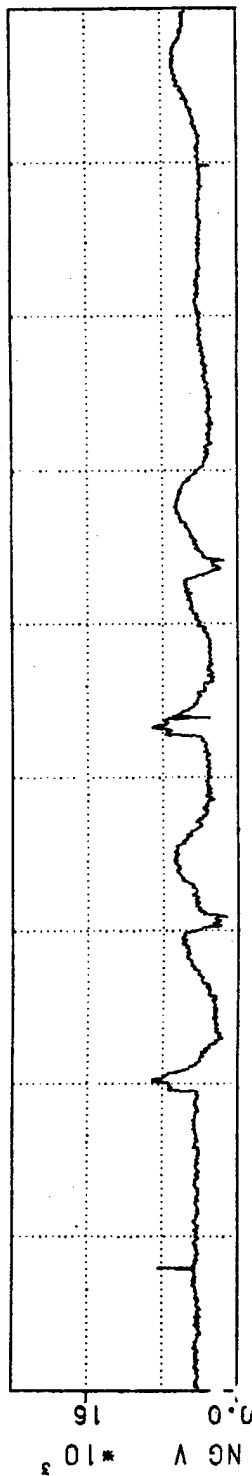
TIME - SECONDS

DELTA T (MSEC) = 5.120

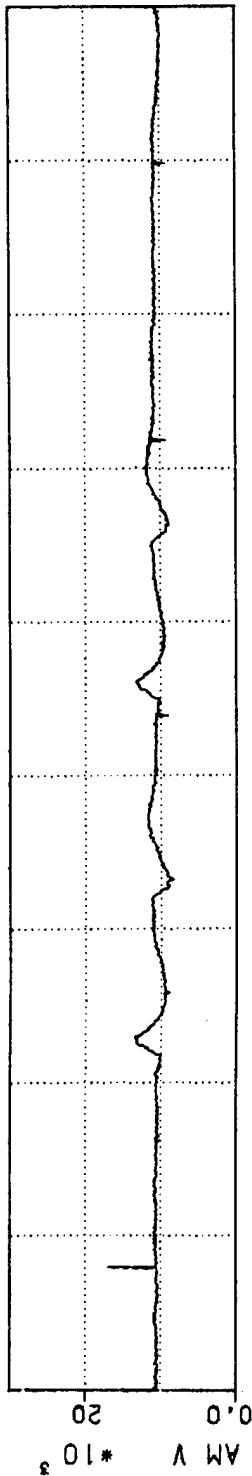
RUN NO. 41 PAGE NO. 6

A-7D HAVE BOUNCE TEST: WHITEMAN AFB 40 KNOTS : DOUBLE BUMP : LIGHT WEIGHT

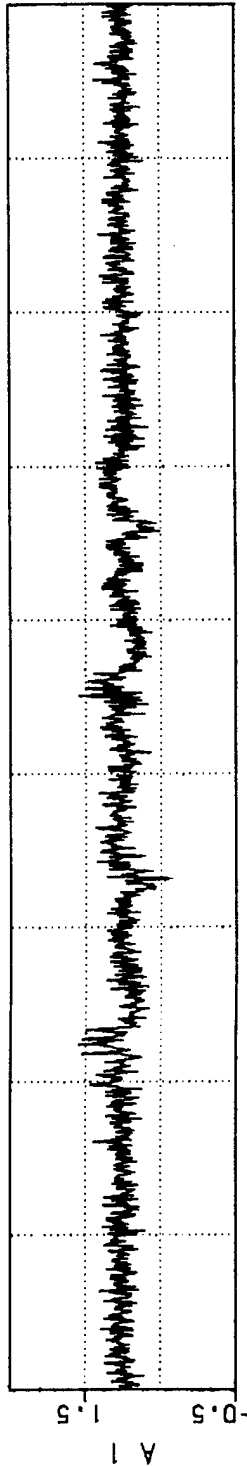
NO V
FILE 12, CHAN 7
MAX = 9133.217
MIN = 3.021 SEC
MEAN = 1235.749
RMS = 4.091 SEC
RMS = 4371.182
RMS = 4532.675



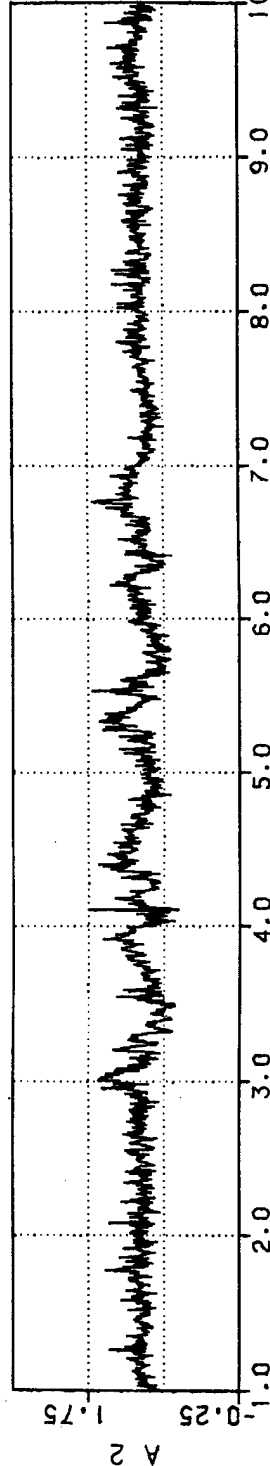
AM V
FILE 12, CHAN 9
MAX = 1.684 X10^4
MIN = 1.792 SEC
MEAN = 8380.239
RMS = 4.321 SEC
RMS = 1.066 X10^4
RMS = 1.068 X10^4



A 1
FILE 12, CHAN 1
MAX = 1.591
MIN = 5.509 SEC
MEAN = 0.349
RMS = 4.311 SEC
RMS = 1.003
RMS = 1.013

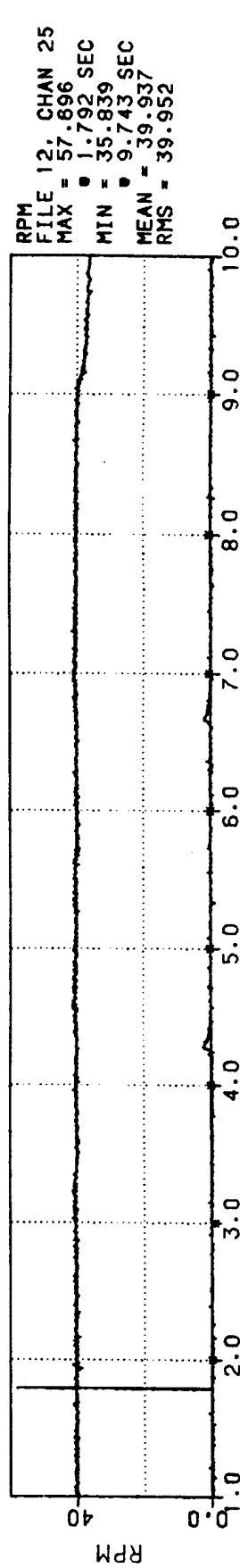
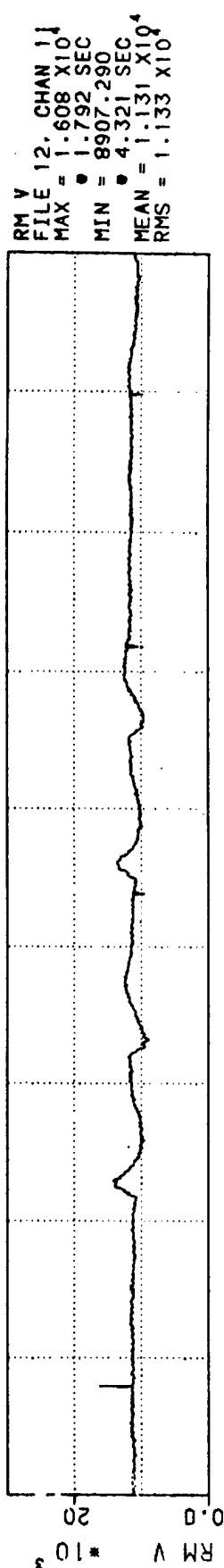
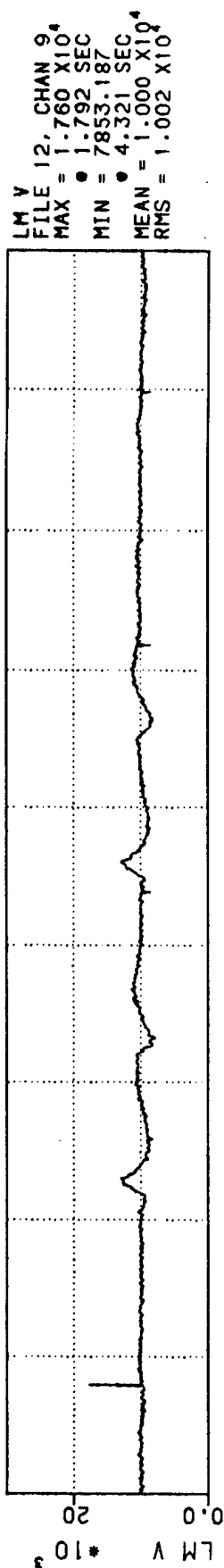
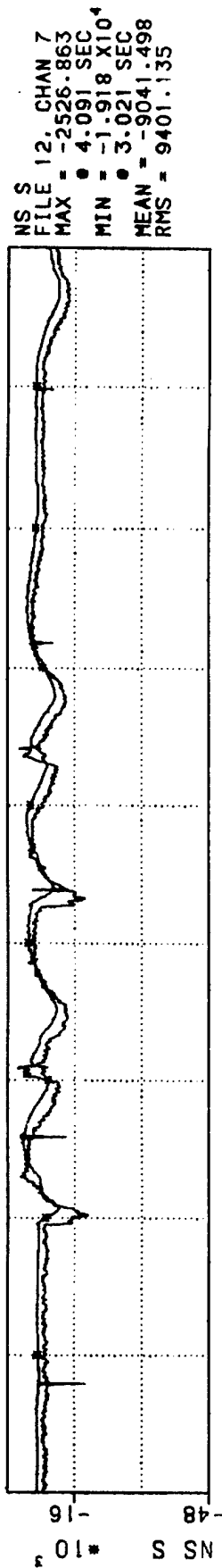


A 2
FILE 12, CHAN 2
MAX = 1.749
MIN = 4.106 SEC
MEAN = 0.567
RMS = 4.111 SEC
RMS = 1.058
RMS = 1.070



A-7D HAVE BOUNCE TEST: WHITEMAN AFB

40 KNOTS : DOUBLE BUMP : LIGHT WEIGHT



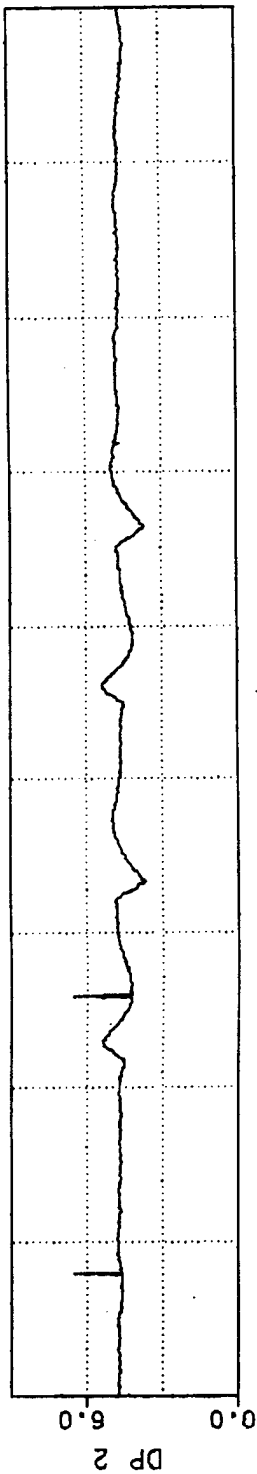
TIME - SECONDS

DELTA T (MSEC) = 5.120

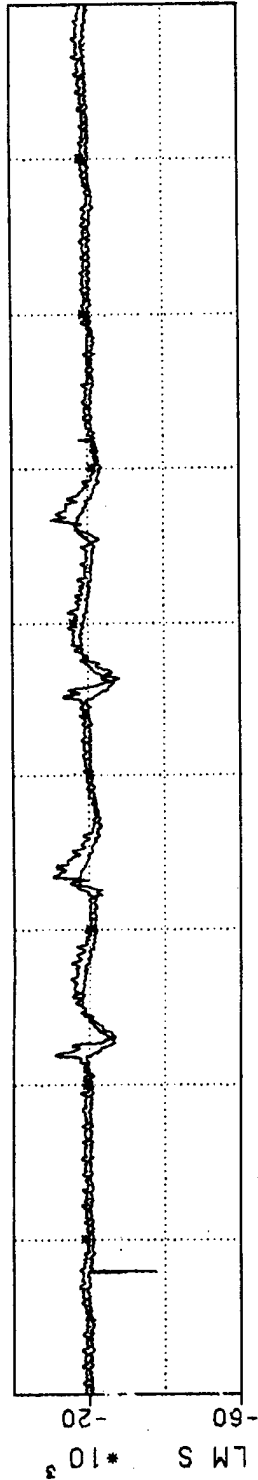
RUN NO. 42 PAGE NO. 2

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

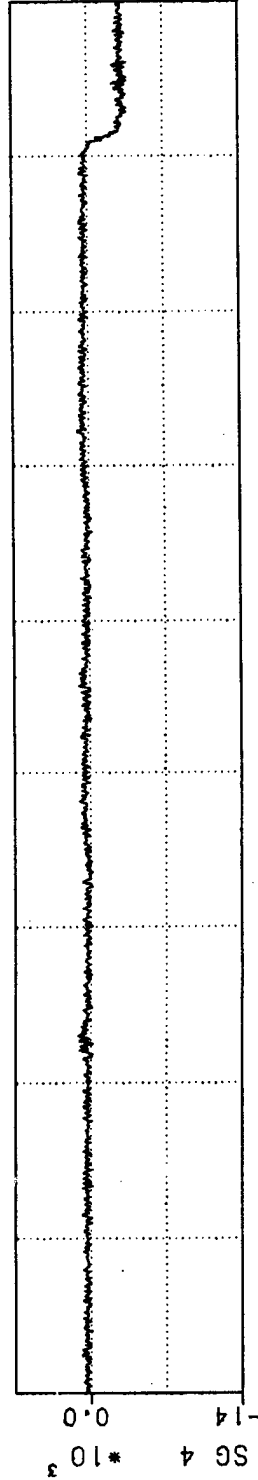
40 KNOTS : DOUBLE BUMP : LIGHT WEIGHT



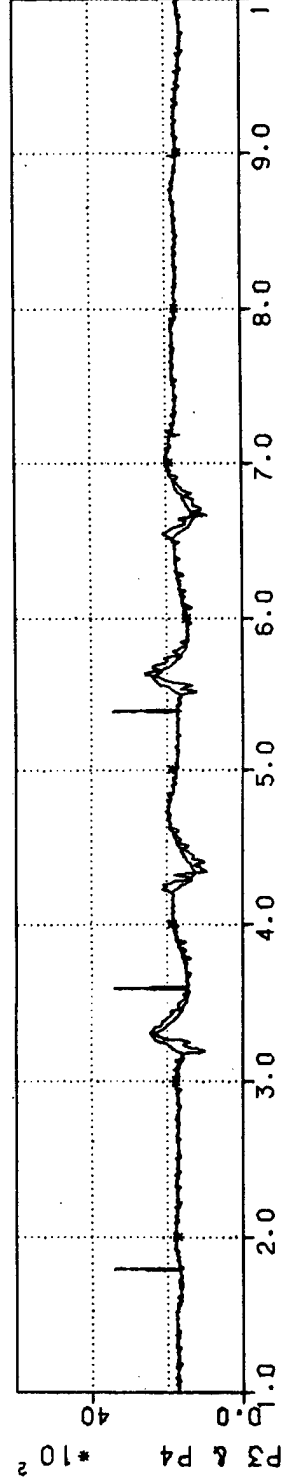
DP 2
FILE 12, CHAN 22
MAX = 6.534
MIN = 3.589 SEC
MEAN = 3.670
RMS = 6.651 SEC
RMS = 4.650



LM S
FILE 12, CHAN 9
MAX = -1.583 X10⁴
MIN = -3.757 X10⁴
MEAN = -2.054 X10⁴
RMS = 2.059 X10⁴



SG 4
FILE 12, CHAN 10
MAX = 1152.504
MIN = -3699.148
MEAN = 38.569
RMS = 1041.190



P3 & P4
FILE 12, CHAN 15
MAX = 3418.556
MIN = 1225.108
MEAN = 1723.897
RMS = 1731.937

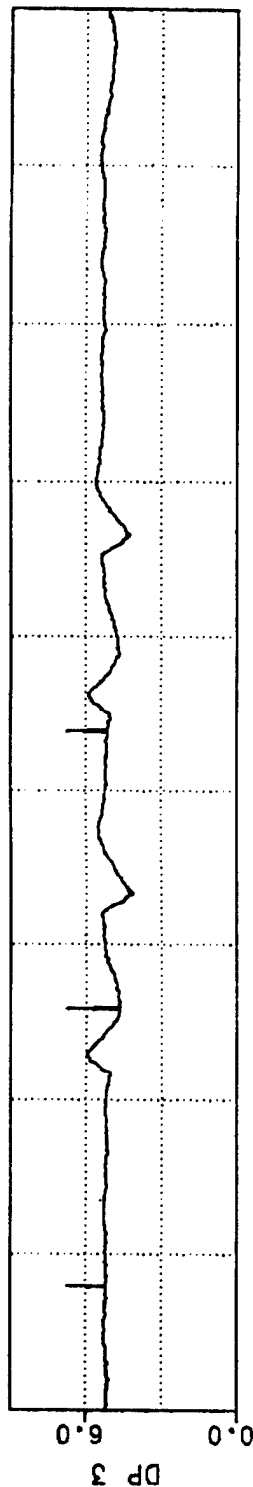
TIME - SECONDS

DELTA T (MSEC) = 5.120

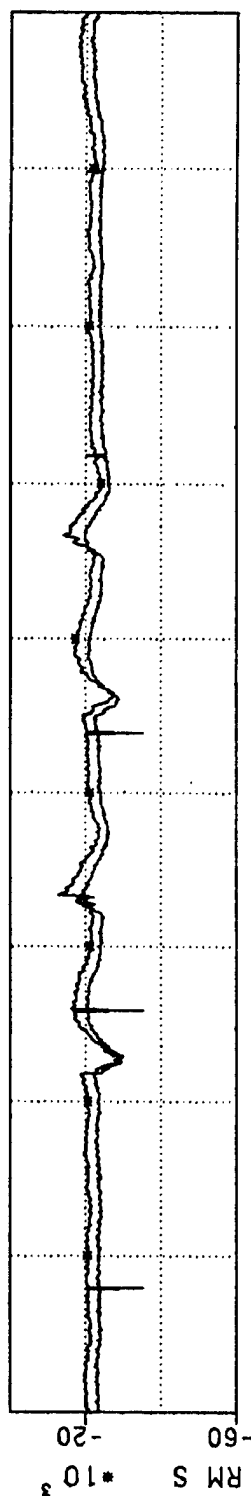
RUN NO. 42 PAGE NO. 3

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

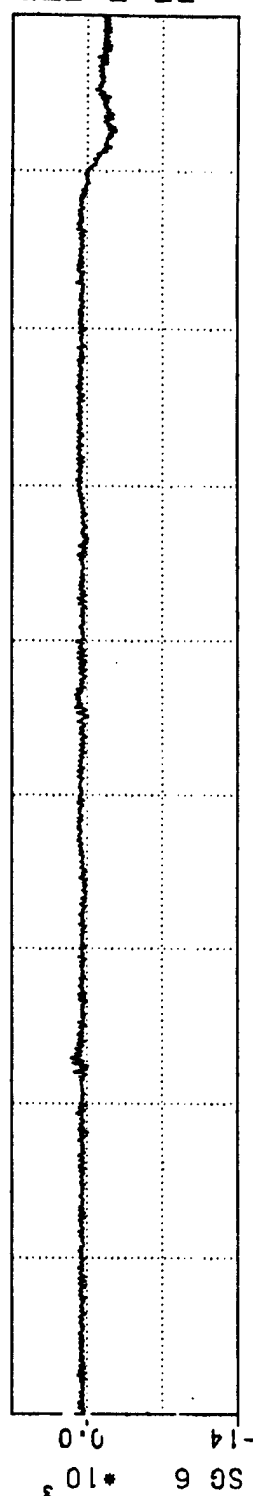
40 KNOTS : DOUBLE BUMP : LIGHT WEIGHT



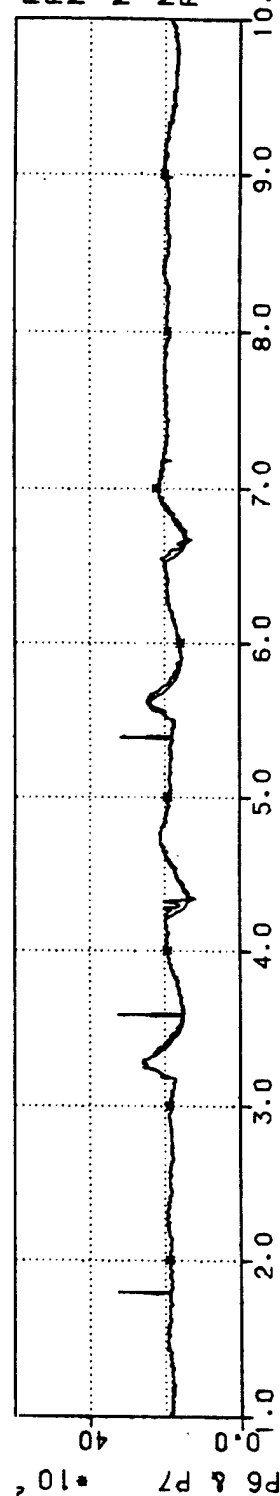
DP 3
FILE 12, CHAN 23
MAX = 6.754
MIN = 5.386 SEC
MEAN = 4.109
RMS = 4.332 SEC
RMS = 5.198



RM S
FILE 12, CHAN 11
MAX = -1.810 X10⁴
MIN = -3.448 X10⁴
MEAN = -2.349 X10⁴
RMS = 2.354 X10⁴



SG 6
FILE 12, CHAN 12
MAX = 1454.203
MIN = -2746.027
MEAN = 9.262 SEC
RMS = 267.123
RMS = 754.284



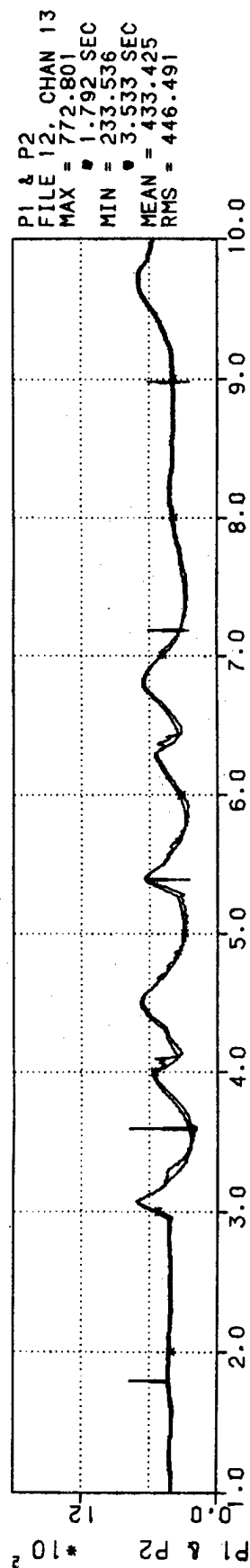
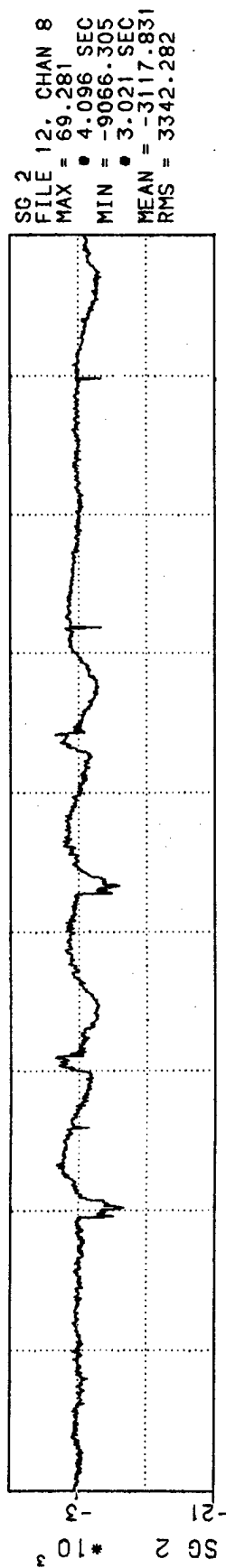
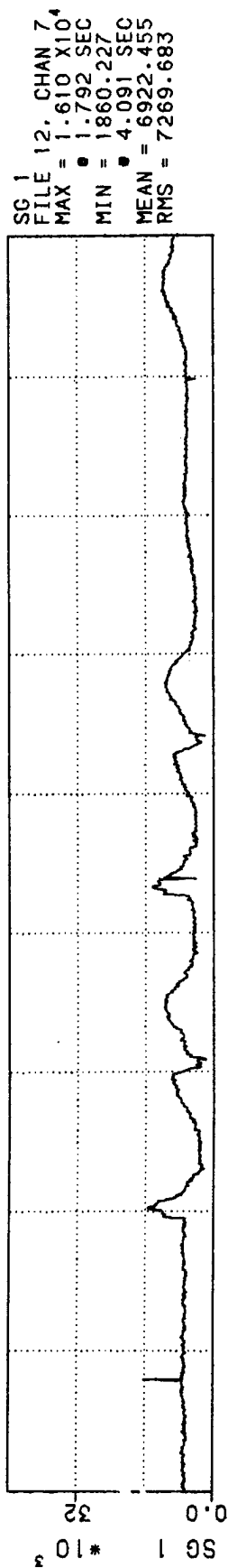
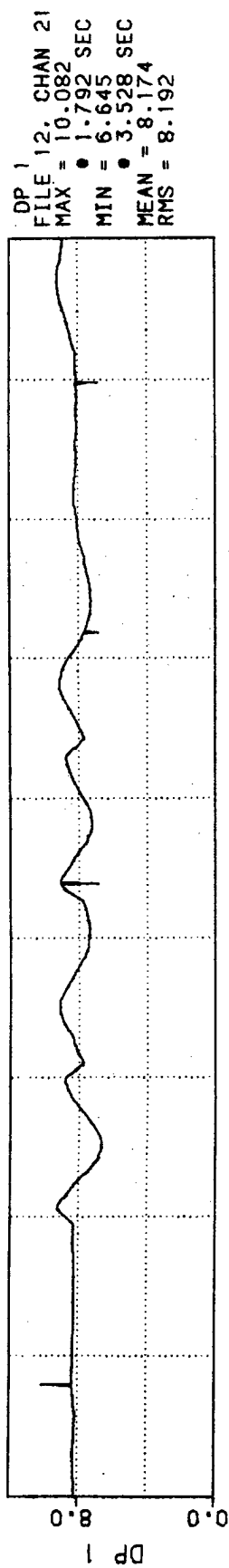
P6 & P7
FILE 12, CHAN 18
MAX = 3255.274
MIN = 1317.055
MEAN = 4.337 SEC
RMS = 1860.964
RMS = 1869.040

TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 42 PAGE NO. 4

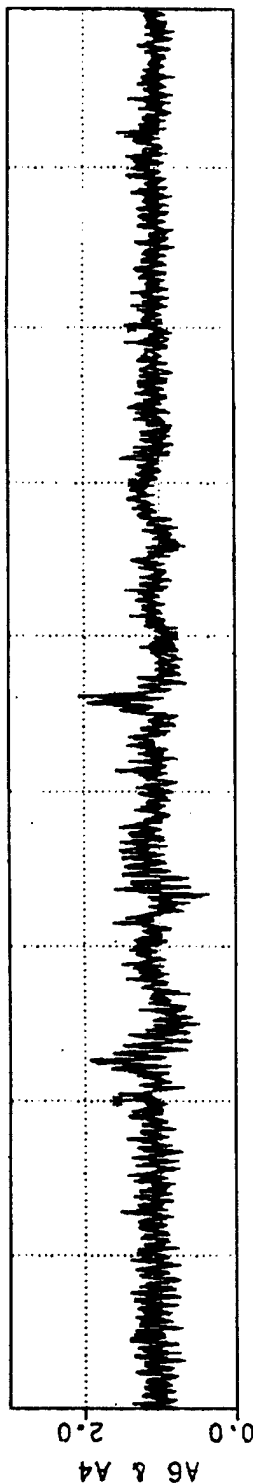
A-7D HAVE BOUNCE TEST: WHITEMAN AFB 40 KNOTS : DOUBLE BUMP : LIGHT WEIGHT



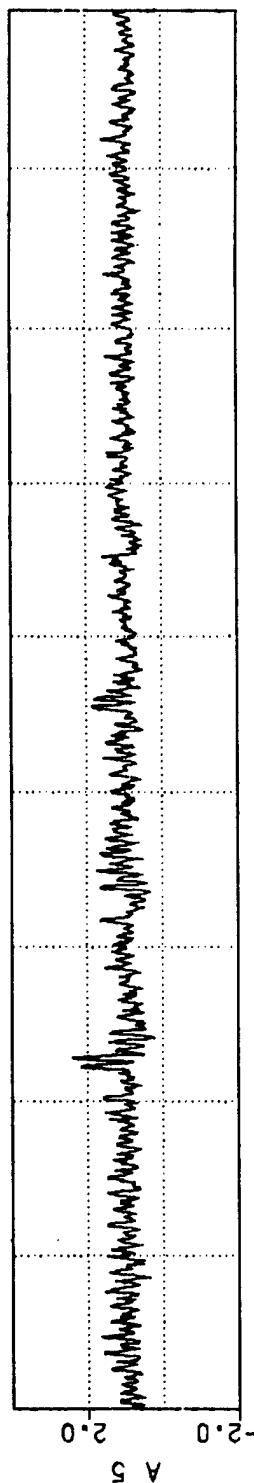
TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 42 PAGE NO. 5

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

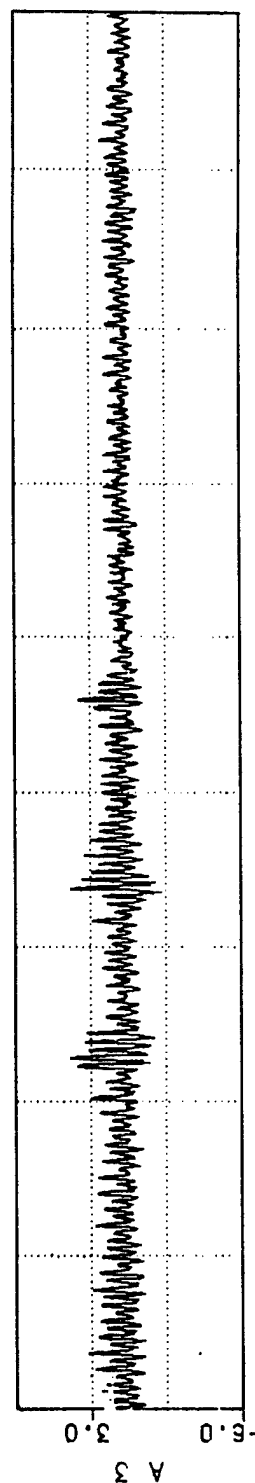
40 KNOTS : DOUBLE BUMP : LIGHT WEIGHT



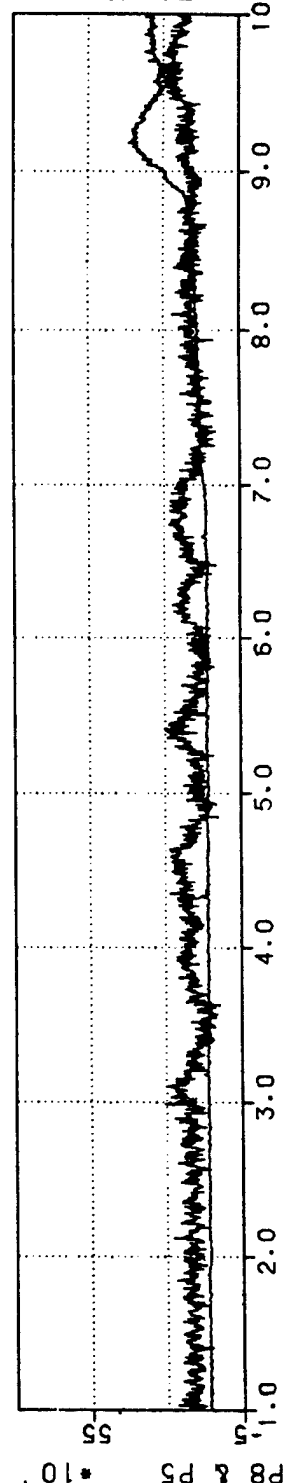
A6 & A4
FILE 12, CHAN 6
MAX = 1.769
MIN = 0.466
MEAN = 1.032
RMS = 1.042



A 5
FILE 12, CHAN 5
MAX = 2.402
MIN = 0.236
MEAN = 0.968
RMS = 0.997



A 3
FILE 12, CHAN 3
MAX = 4.218
MIN = -1.278
MEAN = 1.083
RMS = 1.258



P8 & P5
FILE 12, CHAN 20
MAX = 384.185
MIN = 76.803
MEAN = 117.939
RMS = 137.540

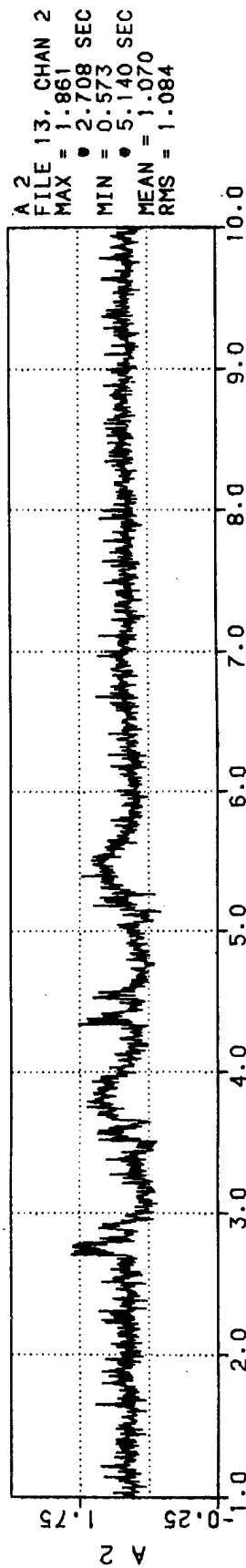
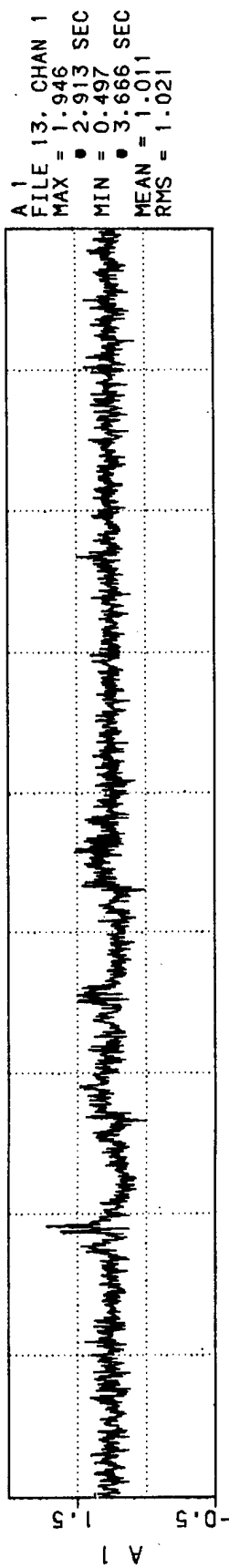
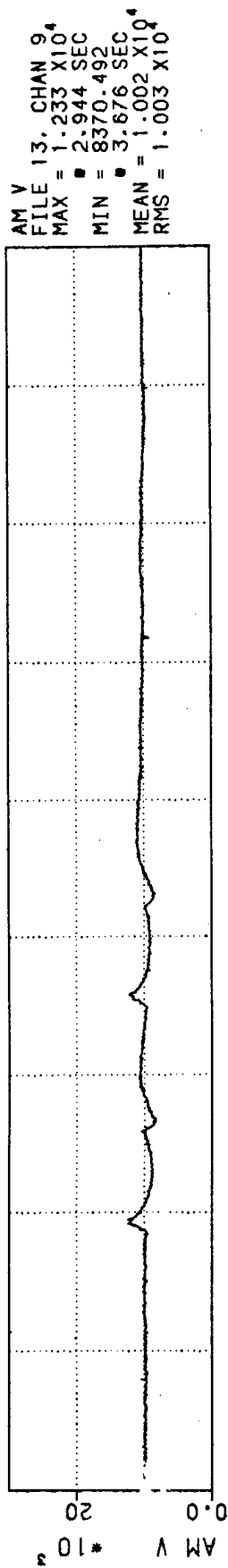
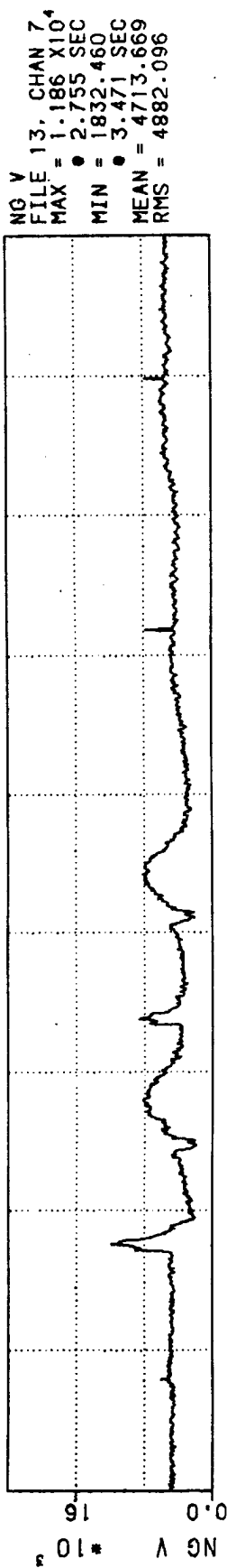
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 42 PAGE NO. 6

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

60 KNOTS : DOUBLE BUMP : LIGHT WEIGHT



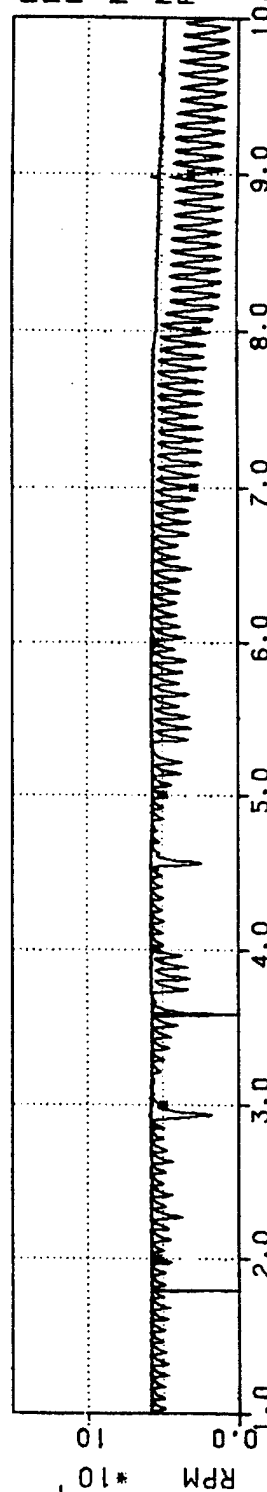
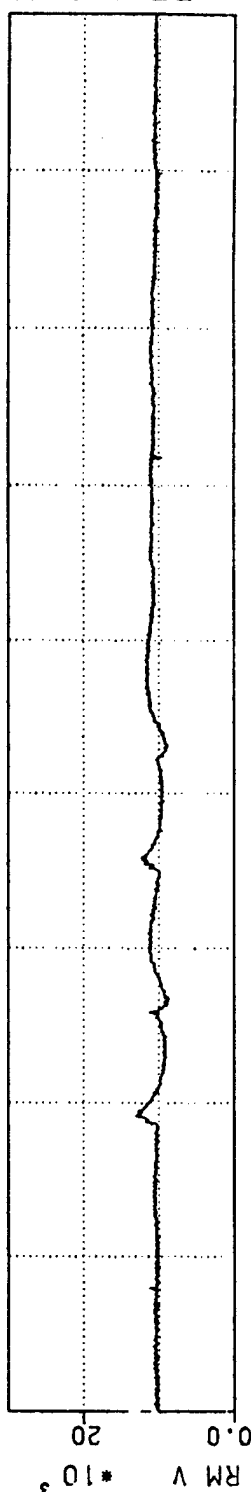
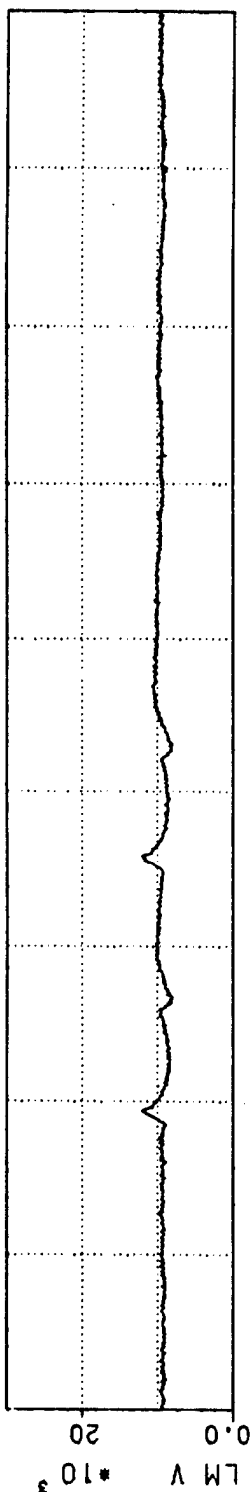
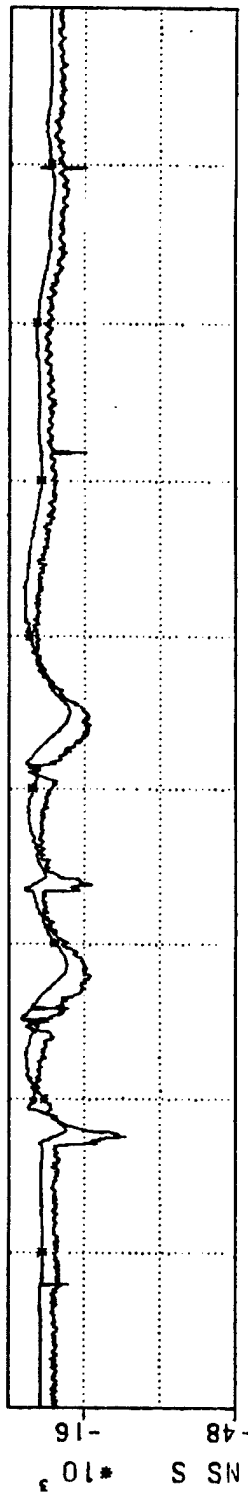
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 43 PAGE NO. 1

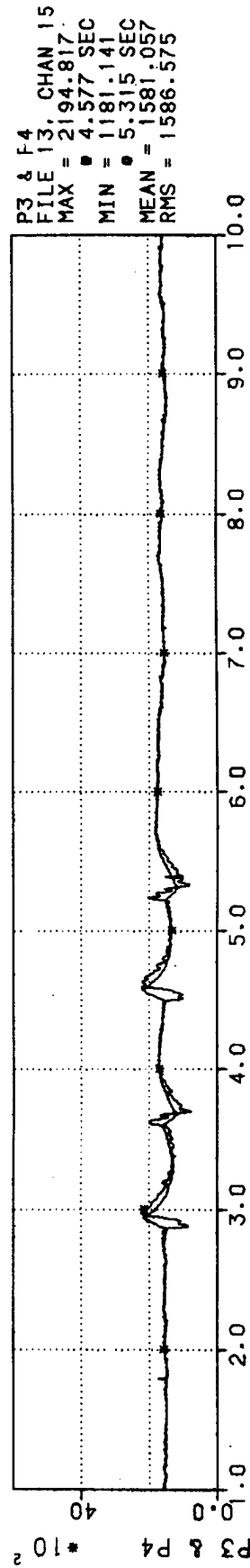
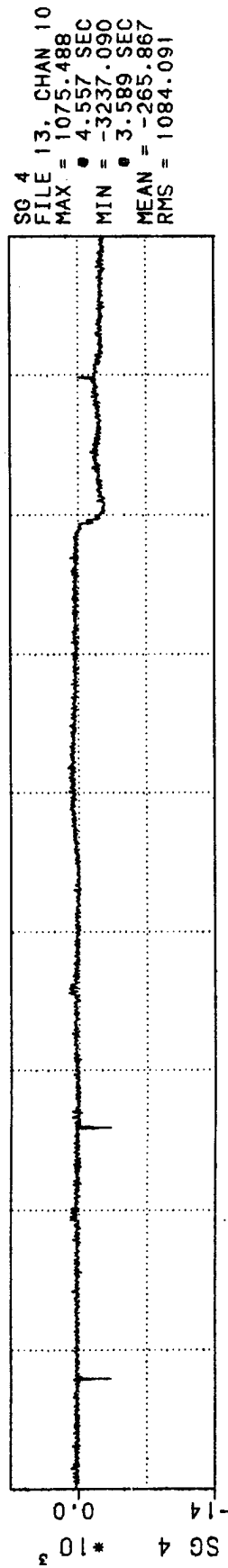
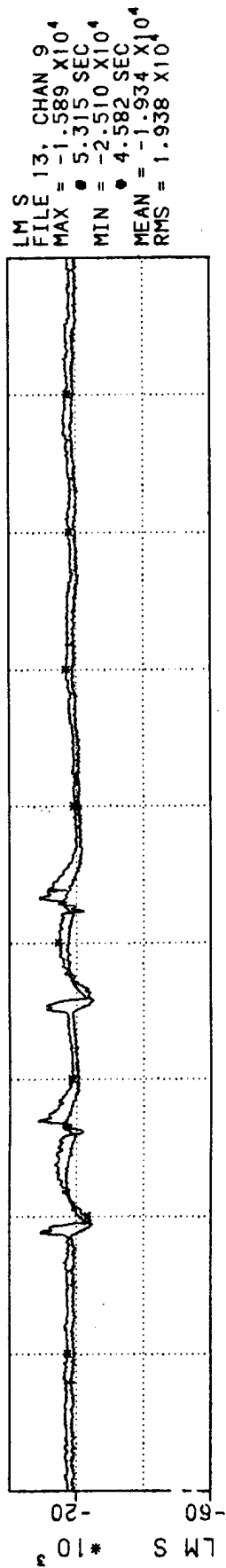
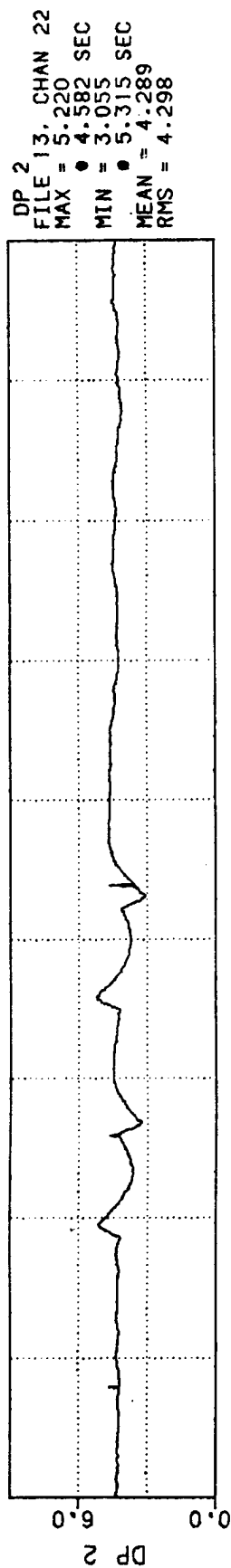
A-7D HAVE BOUNCE TEST: WHITEMAN AFB

60 KNOTS : DOUBLE BUMP : LIGHT WEIGHT



TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 43 PAGE NO. 2

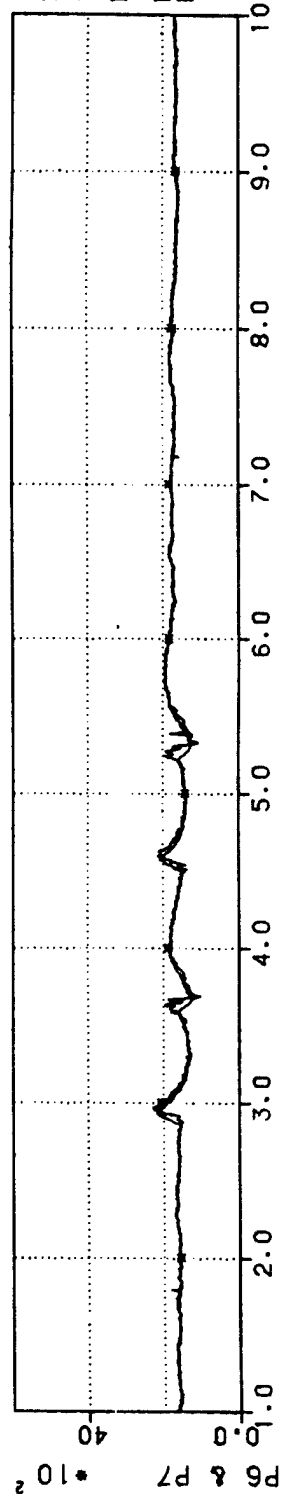
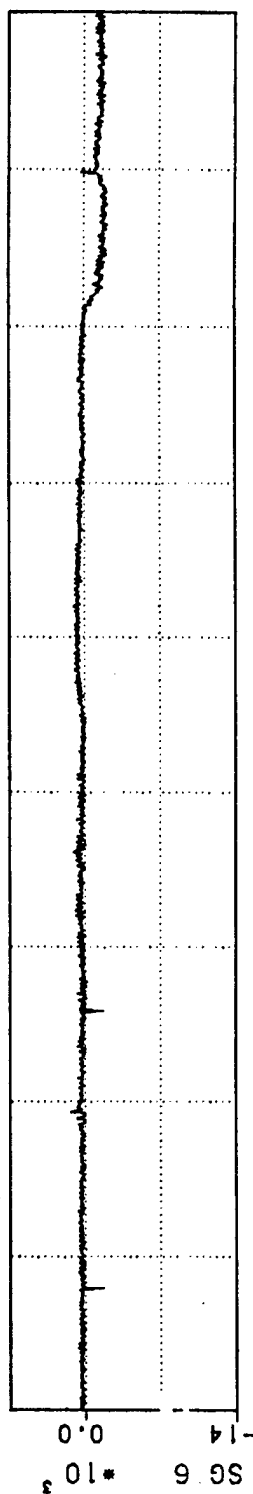
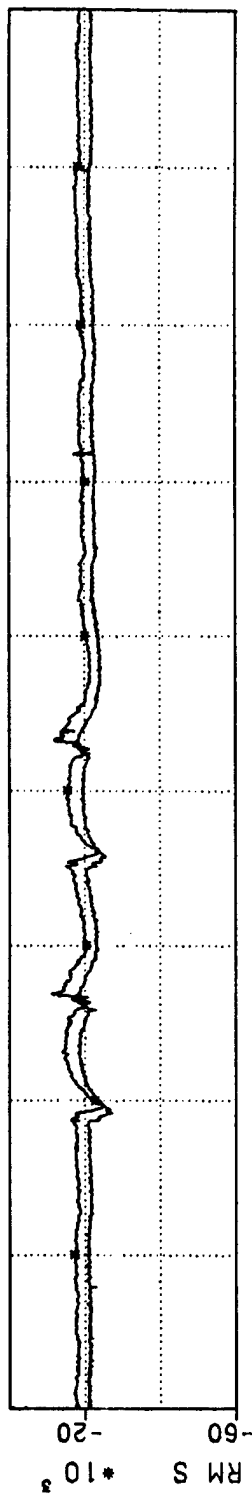
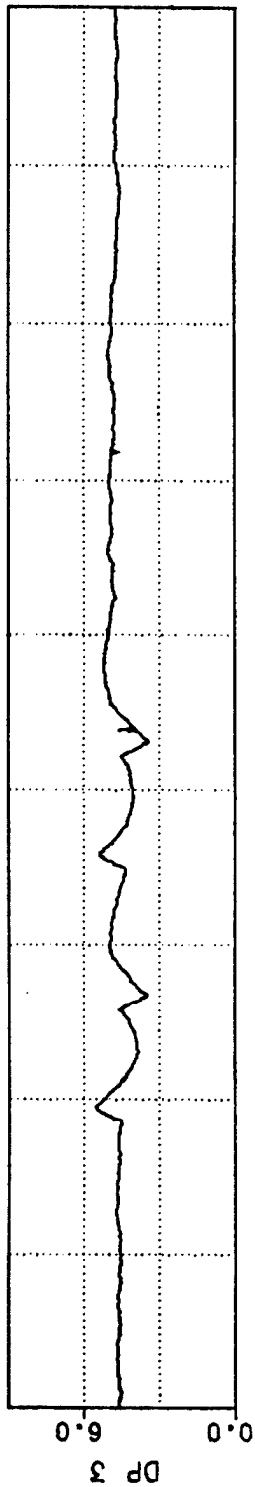
A-7D HAVE BOUNCE TEST: WHITEMAN AFB 60 KNOTS : DOUBLE BUMP : LIGHT WEIGHT



TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 43 PAGE NO. 3

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

60 KNOTS : DOUBLE BUMP : LIGHT WEIGHT

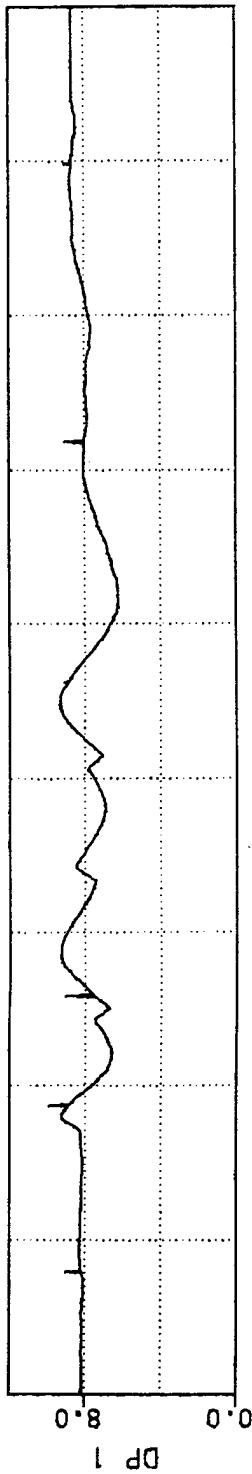


DELTA T (MSEC) = 5.120
RUN NO. 43 PAGE NO. 4

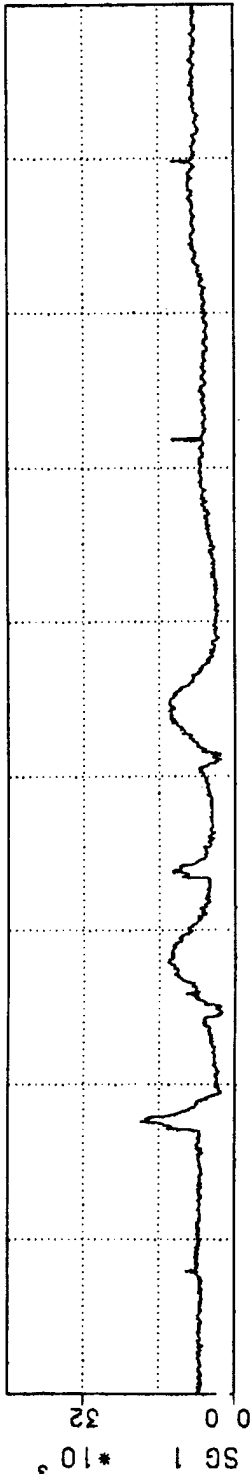
A-7D HAVE BOUNCE TEST: WHITEMAN AFB

60 KNOTS : DOUBLE BUMP : LIGHT WEIGHT

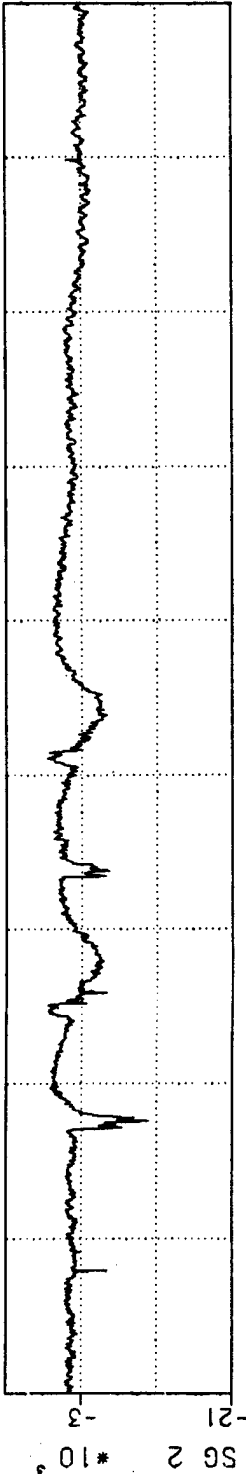
OP 1
FILE 13, CHAN 21
MAX = 9.911
• 2.872 SEC
MIN = 6.243
• 6.200 SEC
MEAN = 7.997
RMS = 8.027



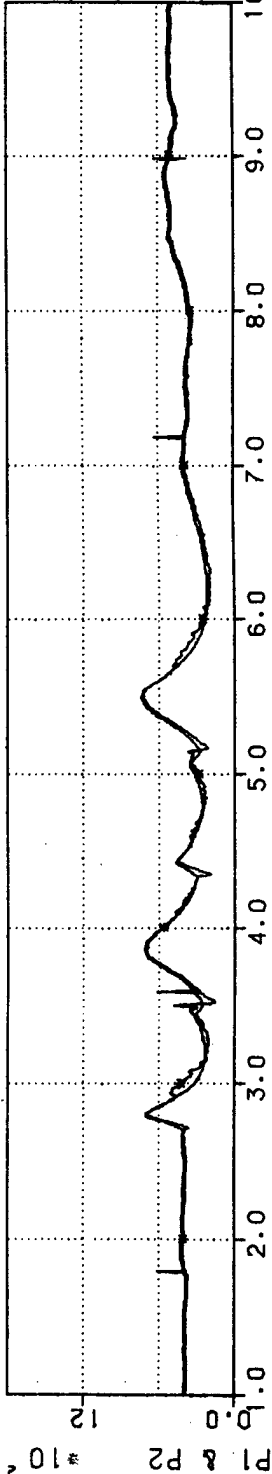
SG 1
FILE 13, CHAN 7
MAX = 1.984 X10⁴
• 2.755 SEC
MIN = 2586.211
• 3.471 SEC
MEAN = 7364.085
RMS = 7739.722



SG 2
FILE 13, CHAN 8
MAX = 1092.187
• 3.507 SEC
MIN = -1.097 X10⁴
• 2.755 SEC
MEAN = -2016.334
RMS = 2458.042



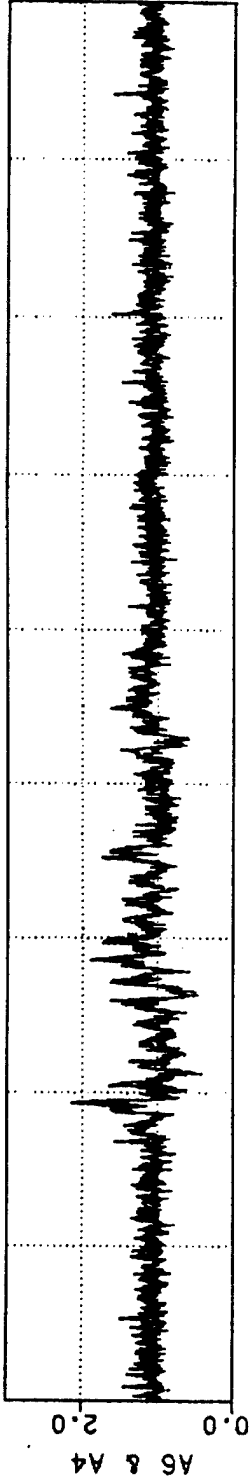
P1 & P2
FILE 13, CHAN 13
MAX = 739.785
• 5.494 SEC
MIN = 213.971
• 6.149 SEC
MEAN = 409.014
RMS = 424.481



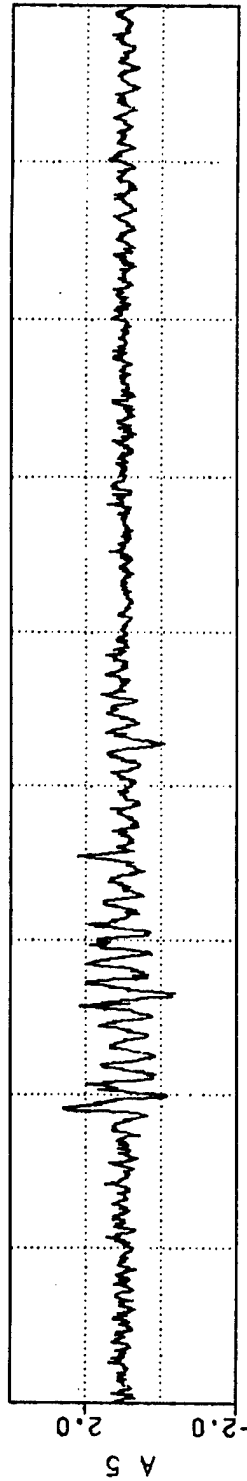
TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 43 PAGE NO. 5

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

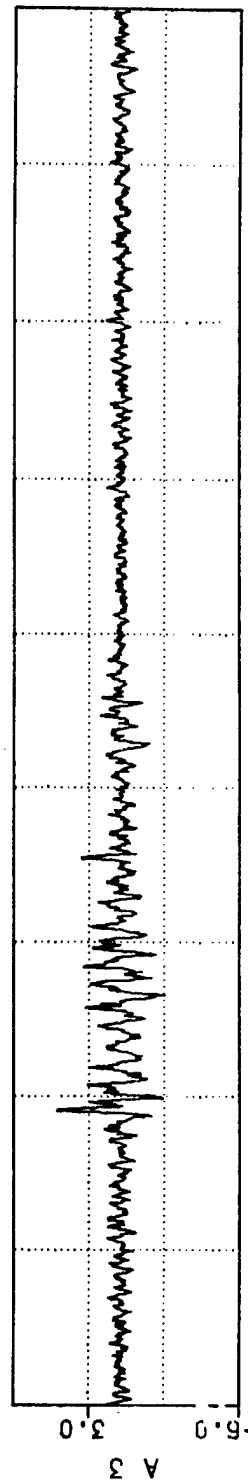
60 KNOTS : DOUBLE BUMP : LIGHT WEIGHT



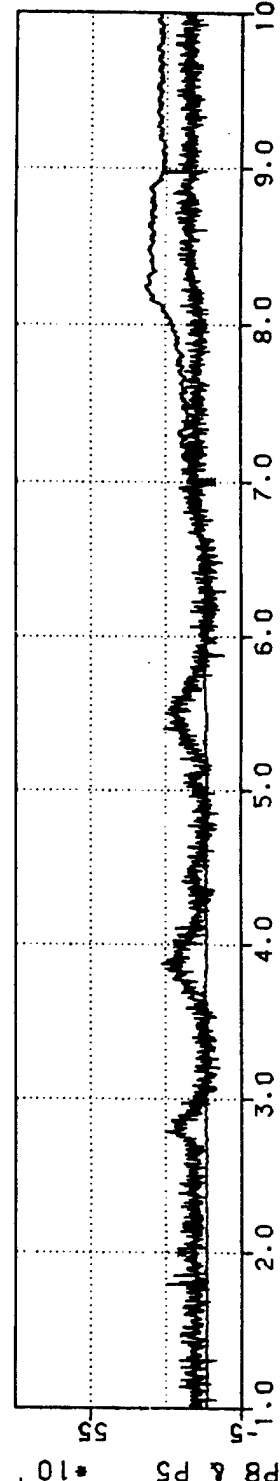
A6 & A4
FILE 13, CHAN 6
MAX = 1.994
MIN = 0.512
MEAN = 1.034
RMS = 1.044



A 5
FILE 13, CHAN 5
MAX = 2.598
MIN = -0.380
MEAN = 0.981
RMS = 1.021



A 3
FILE 13, CHAN 3
MAX = 4.928
MIN = -1.519
MEAN = 1.096
RMS = 1.215



P8 & P5
FILE 13, CHAN 20
MAX = 331.735
MIN = 82.902
MEAN = 144.311
RMS = 165.042

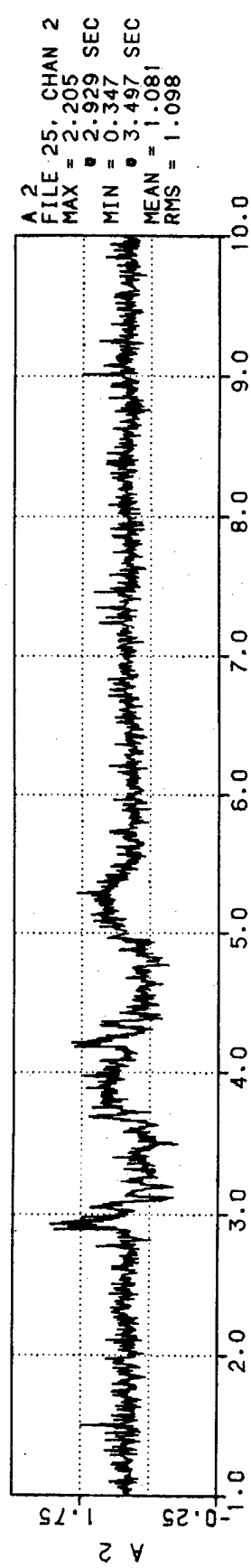
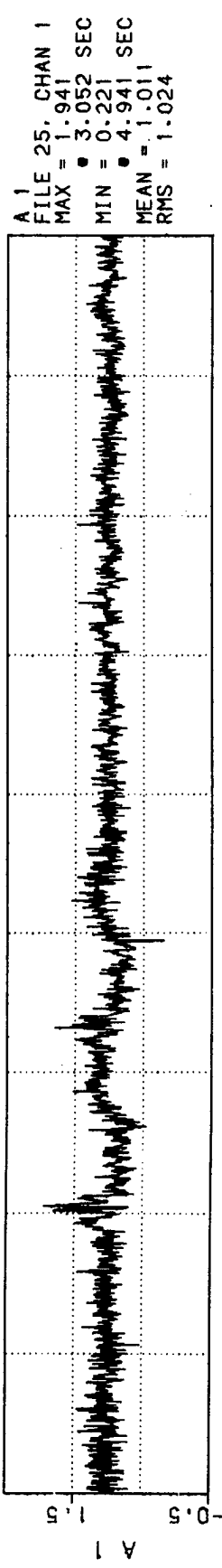
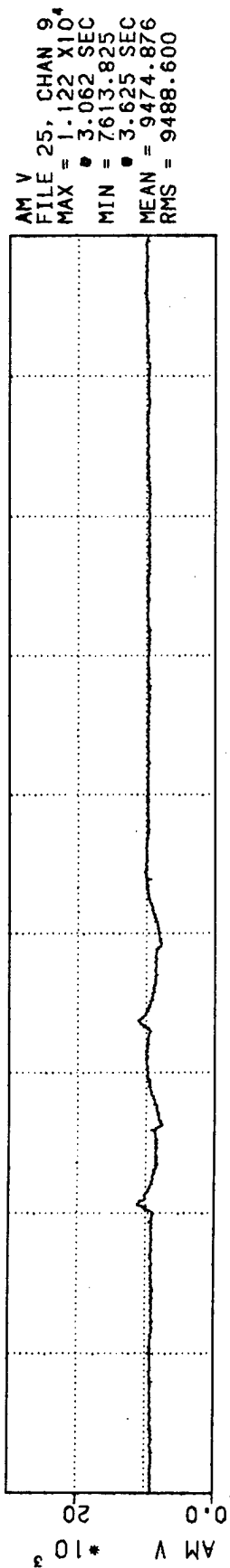
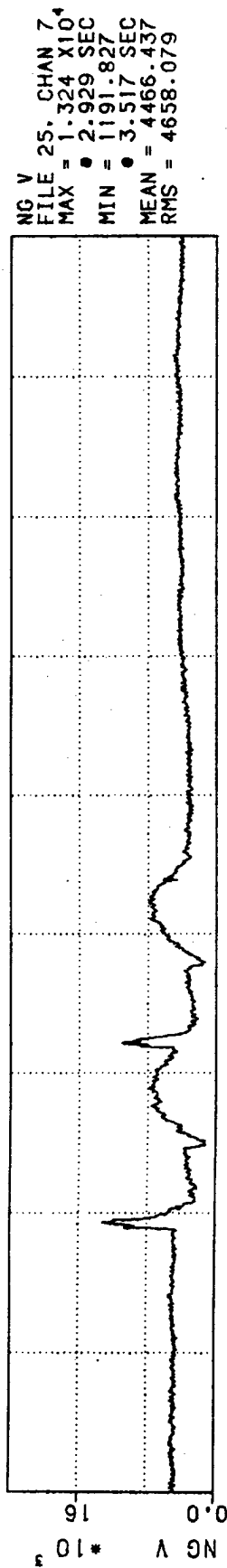
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 43 PAGE NO. 6

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

70 KNOTS : DOUBLE BUMP : LIGHT WEIGHT



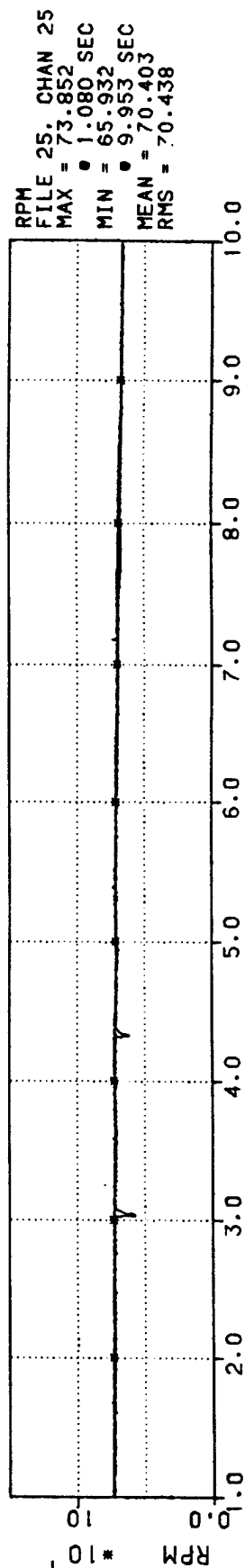
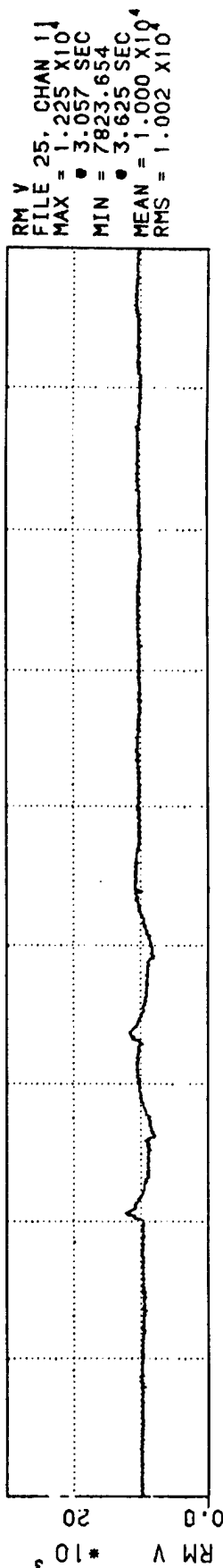
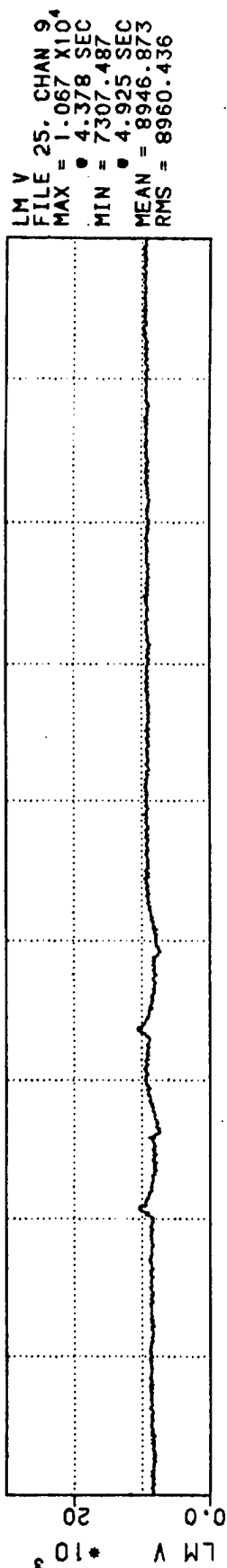
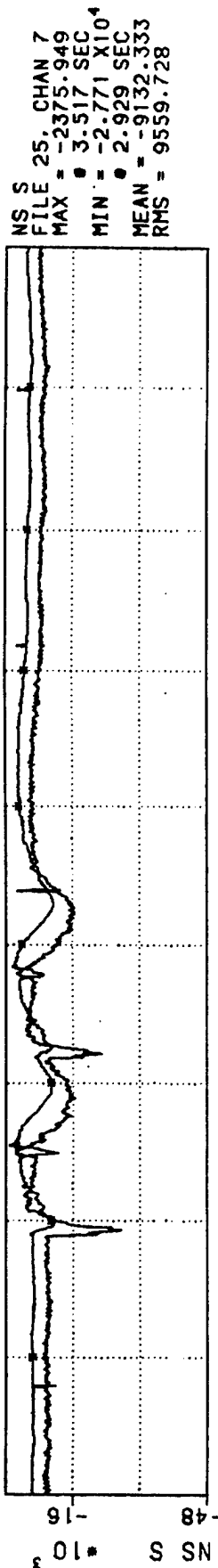
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 44 PAGE NO. 1

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

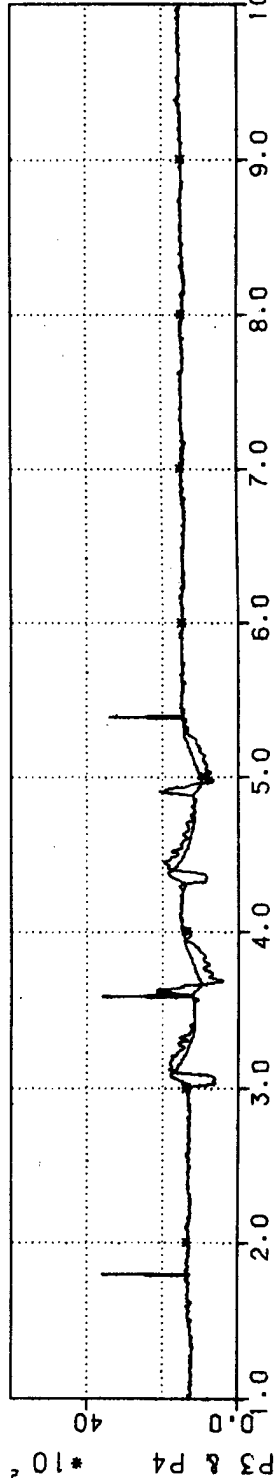
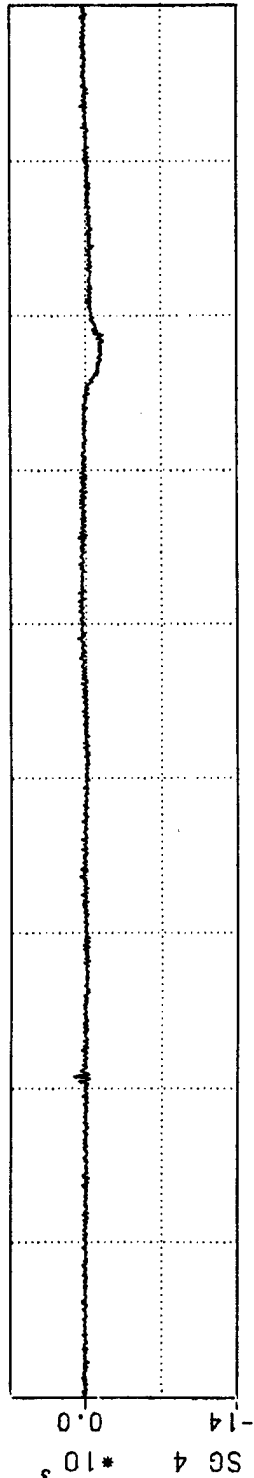
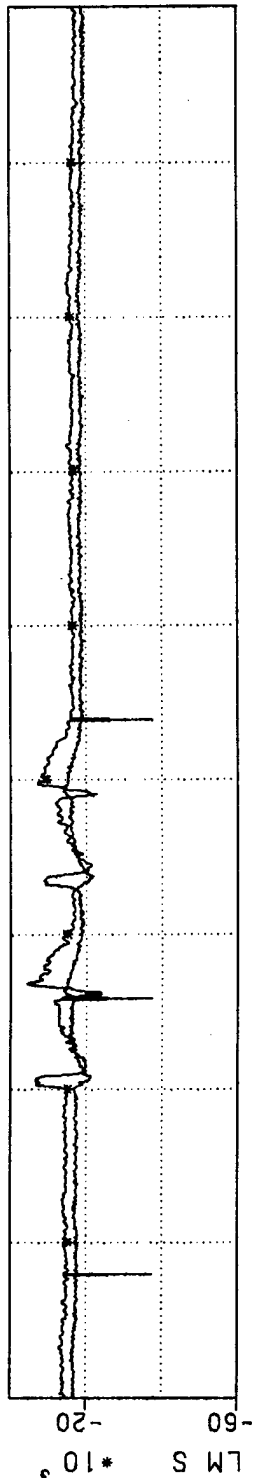
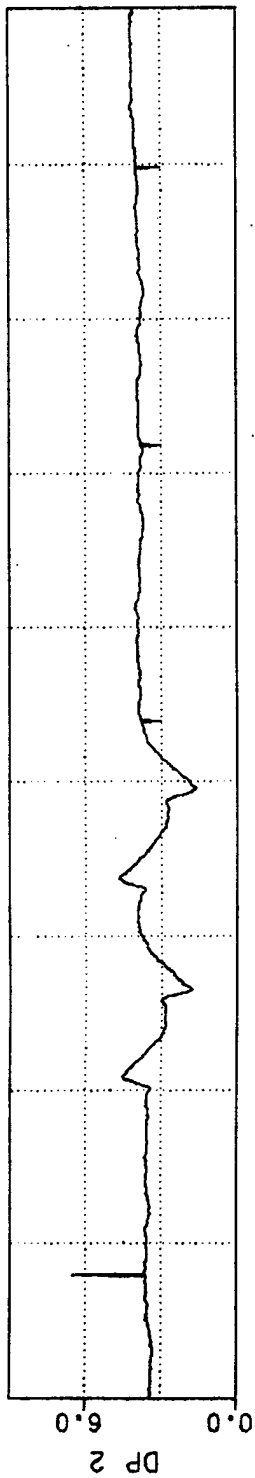
70 KNOTS : DOUBLE BUMP : LIGHT WEIGHT



TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 44 PAGE NO. 2

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

70 KNOTS : DOUBLE BUMP : LIGHT WEIGHT



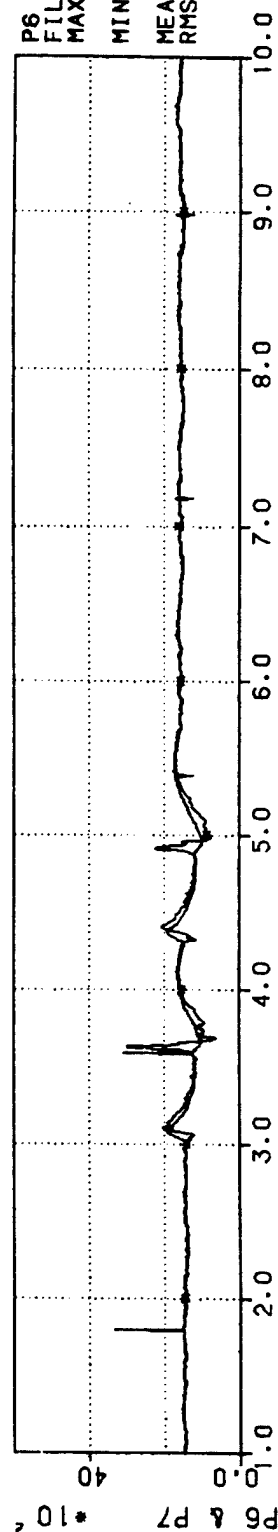
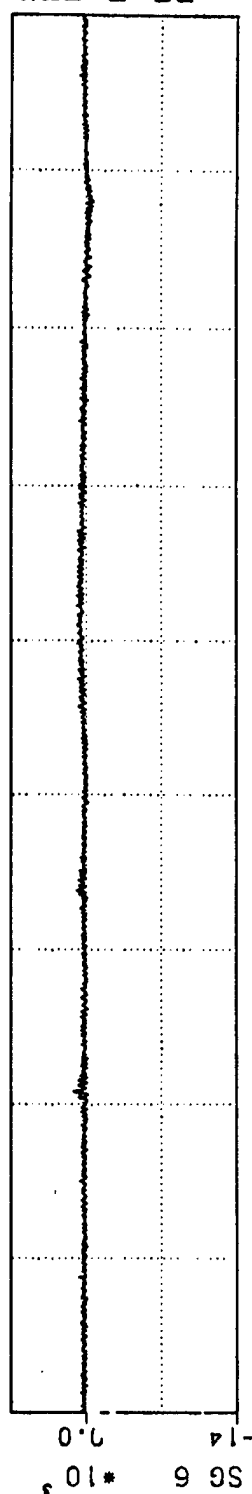
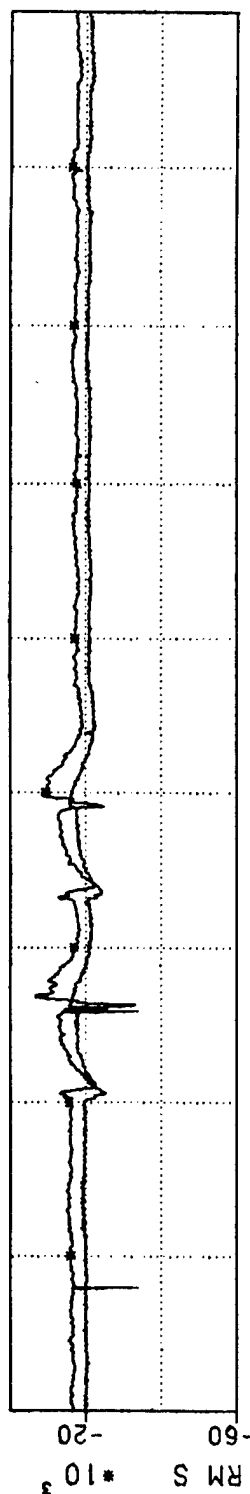
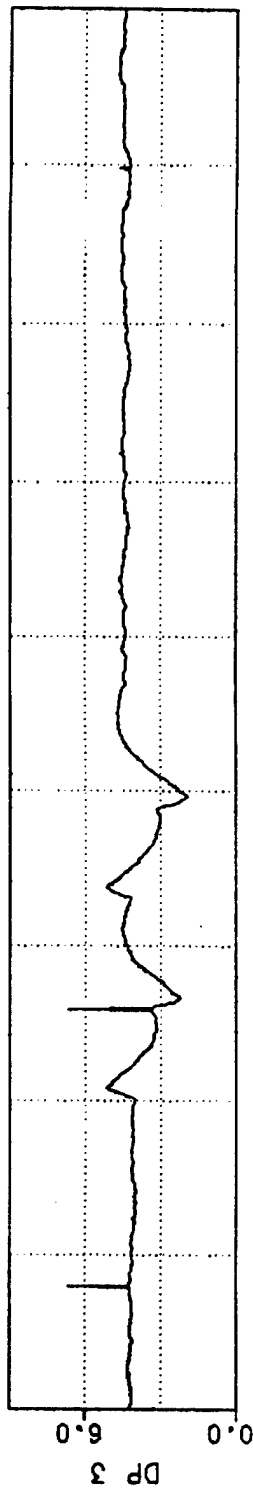
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 44 PAGE NO. 3

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

70 KNOTS : DOUBLE BUMP : LIGHT WEIGHT



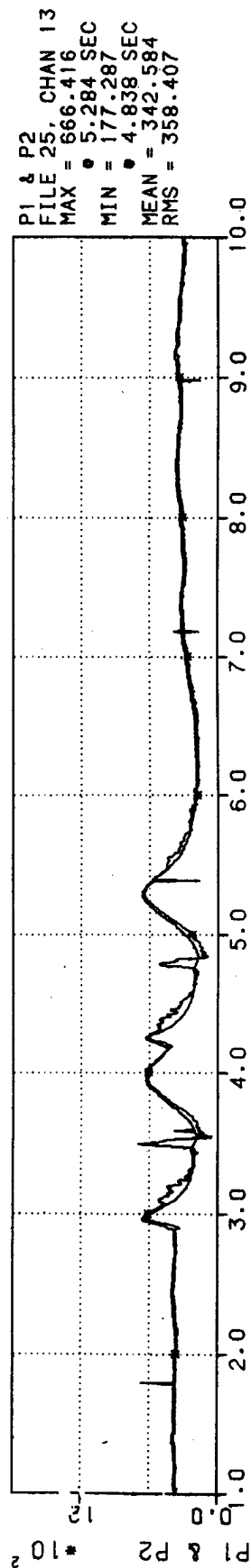
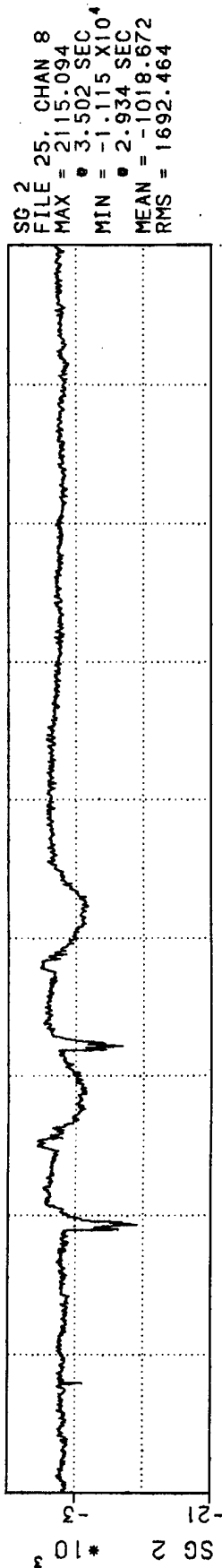
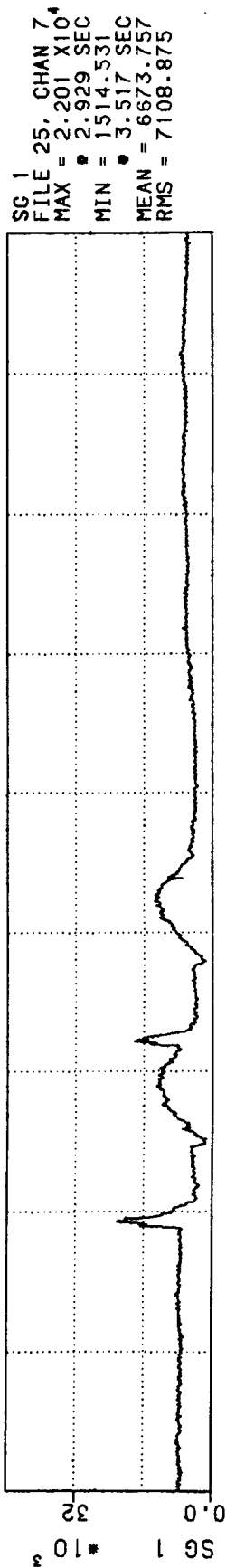
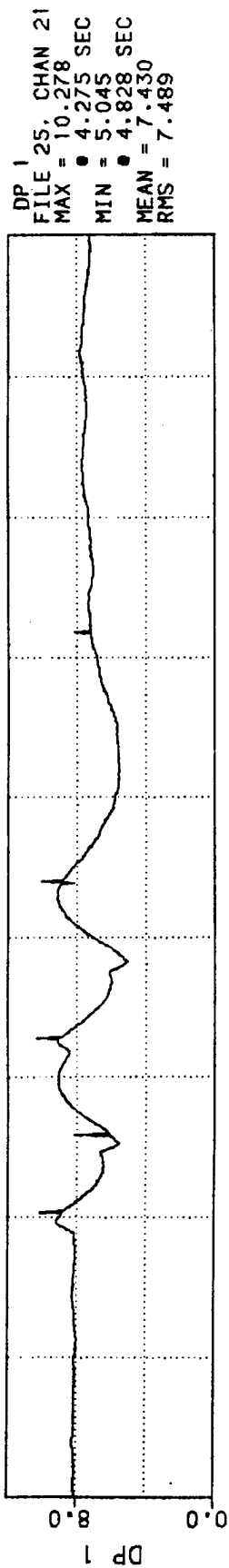
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 44 PAGE NO. 4

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

70 KNOTS : DOUBLE BUMP : LIGHT WEIGHT



TIME - SECONDS

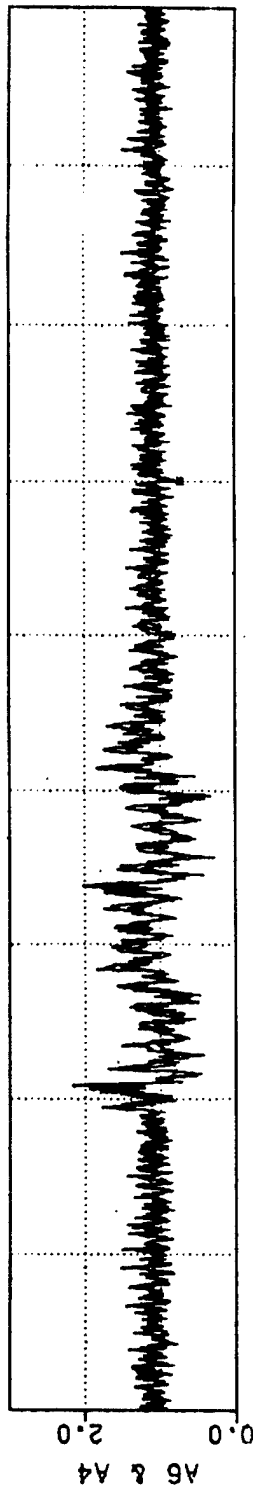
DELTA T (MSEC) = 5.120

RUN NO. 44

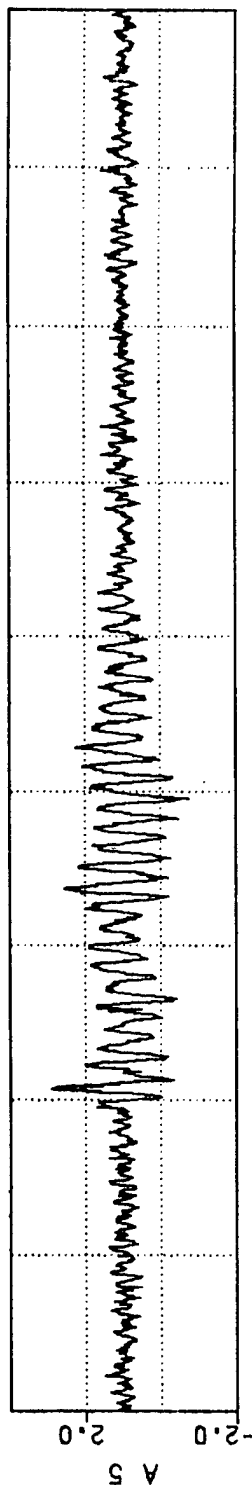
PAGE NO. 5

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

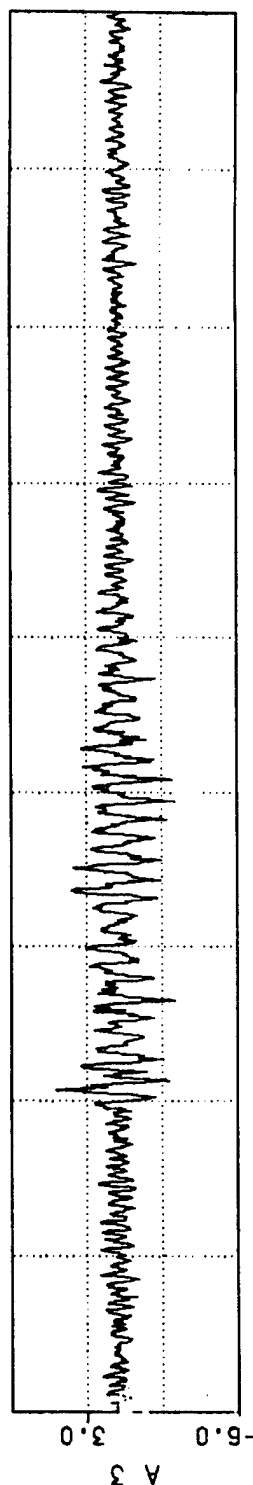
70 KNOTS : DOUBLE BUMP : LIGHT WEIGHT



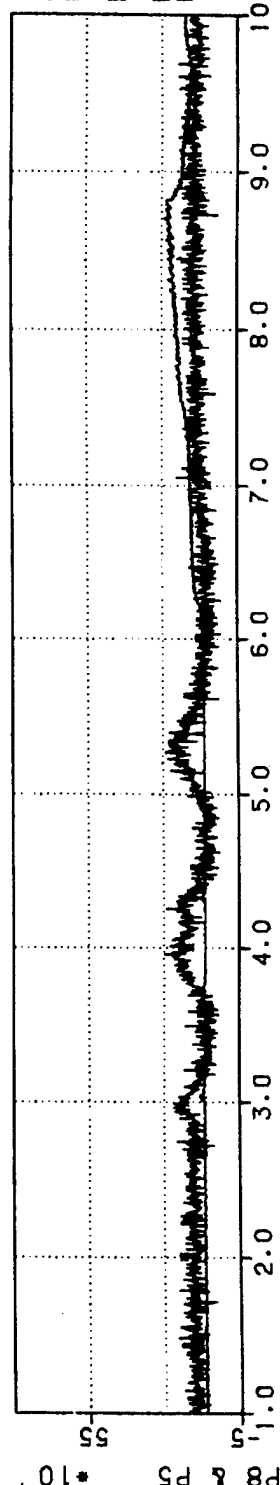
A6 & A4
FILE 25, CHAN 6
MAX = 1.783
MIN = 3.077 SEC
MEAN = 0.475
RMS = 3.676 SEC
RMS = 1.039
RMS = 1.050



A 5
FILE 25, CHAN 5
MAX = 2.903
MIN = 3.067 SEC
MEAN = -0.736
RMS = 4.956 SEC
RMS = 0.975
RMS = 1.051



A 3
FILE 25, CHAN 3
MAX = 4.875
MIN = 3.072 SEC
MEAN = -2.259
RMS = 4.946 SEC
RMS = 1.093
RMS = 1.318



P8 & P5
FILE 25, CHAN 20
MAX = 240.252
MIN = 82.902 SEC
MEAN = 5.376 SEC
RMS = 120.751
RMS = 128.152

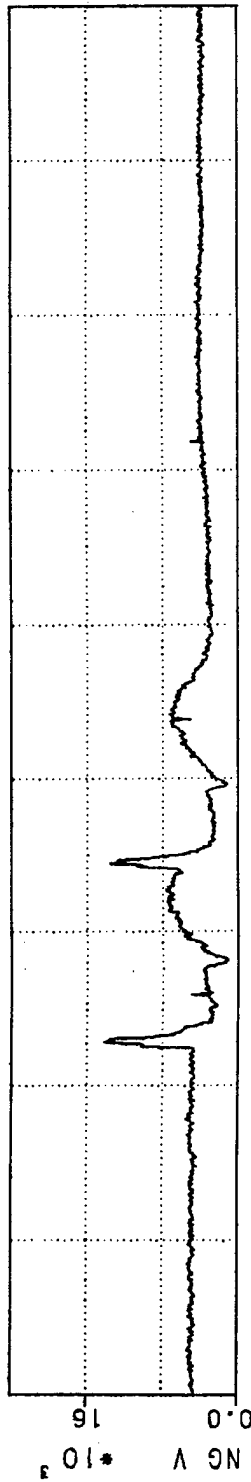
TIME - SECONDS

DELTA T (MSEC) = 5.120

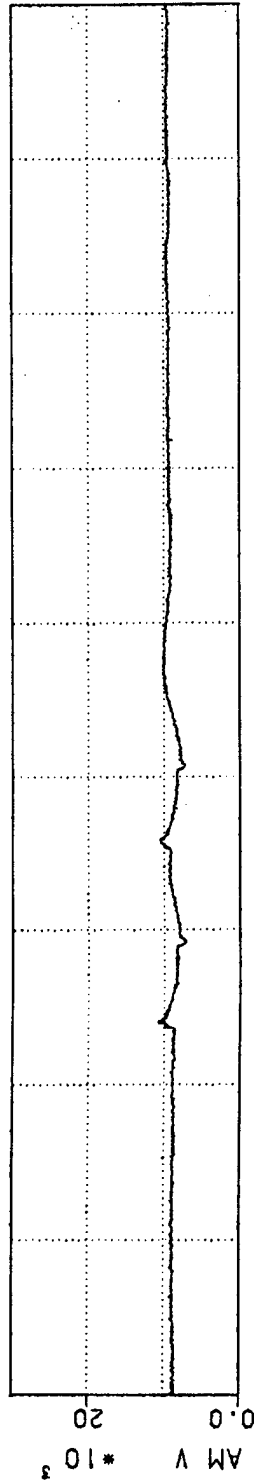
RUN NO. 44 PAGE NO. 6

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

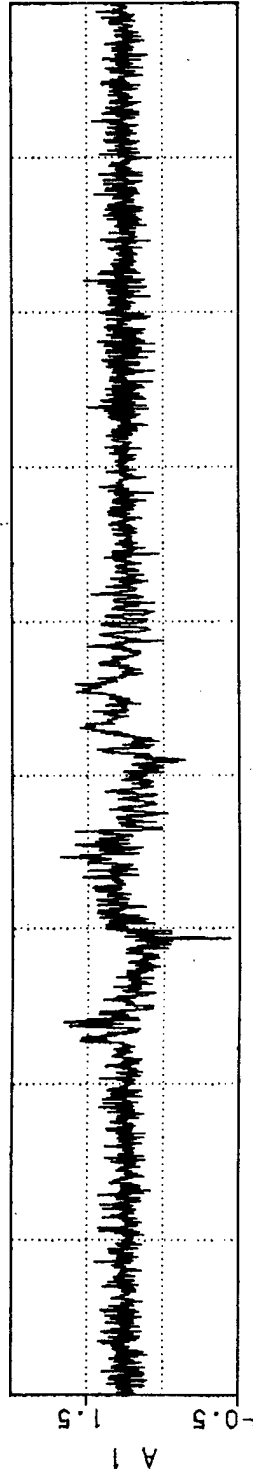
80 KNOTS : DOUBLE BUMP : LIGHT WEIGHT



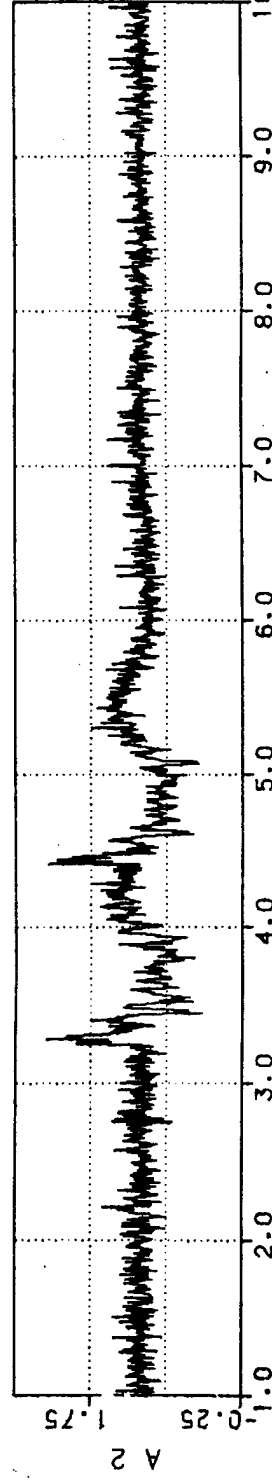
NG V
FILE 14, CHAN 7
MAX = 1.418 X10⁴
MIN = 3.282 SEC
MEAN = 998.918
RMS = 4312.672
RMS = 4543.117



AM V
FILE 14, CHAN 9
MAX = 1.072 X10⁴
MIN = 3.400 SEC
MEAN = 7121.989
RMS = 9077.809
RMS = 9092.025



A 1
FILE 14, CHAN 1
MAX = 1.857
MIN = 4.460 SEC
MEAN = -0.371
RMS = 3.932 SEC
RMS = 1.003
RMS = 1.022



A 2
FILE 14, CHAN 2
MAX = 2.318
MIN = 3.282 SEC
MEAN = 0.277
RMS = 3.446 SEC
RMS = 1.083
RMS = 1.102

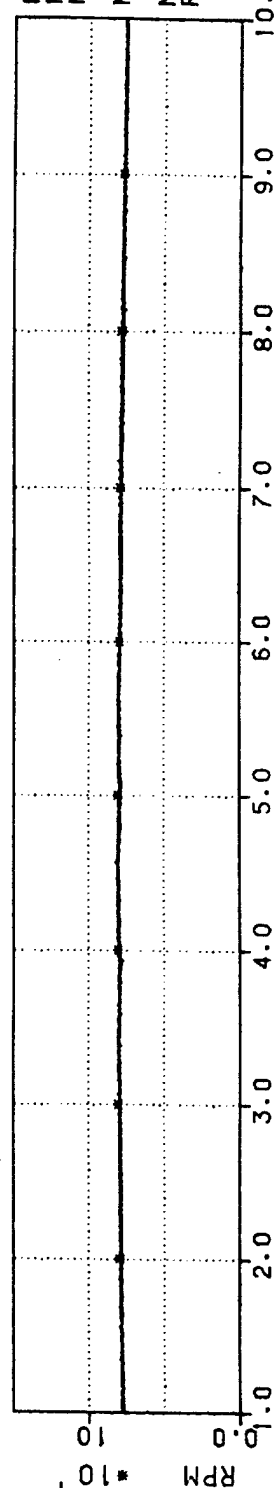
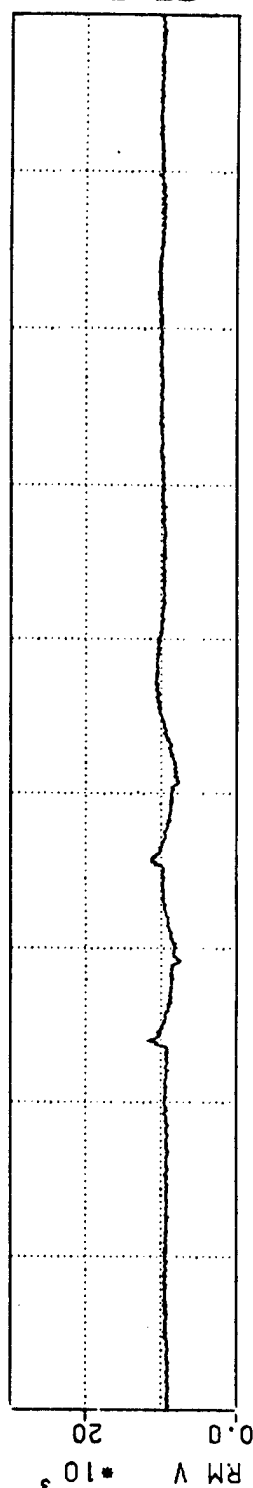
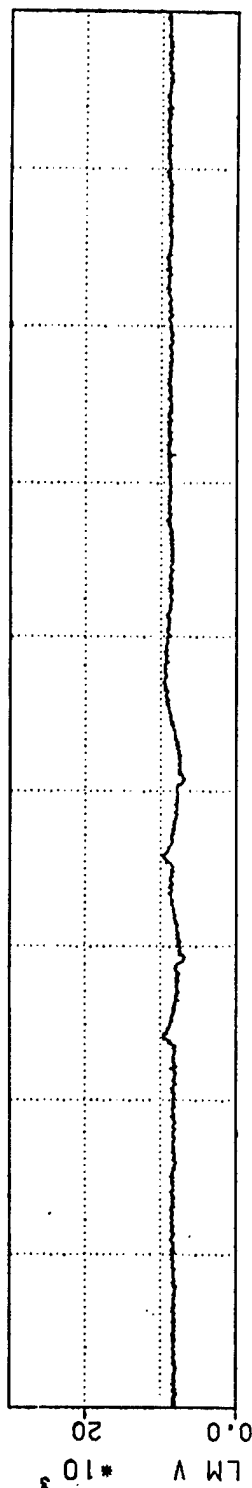
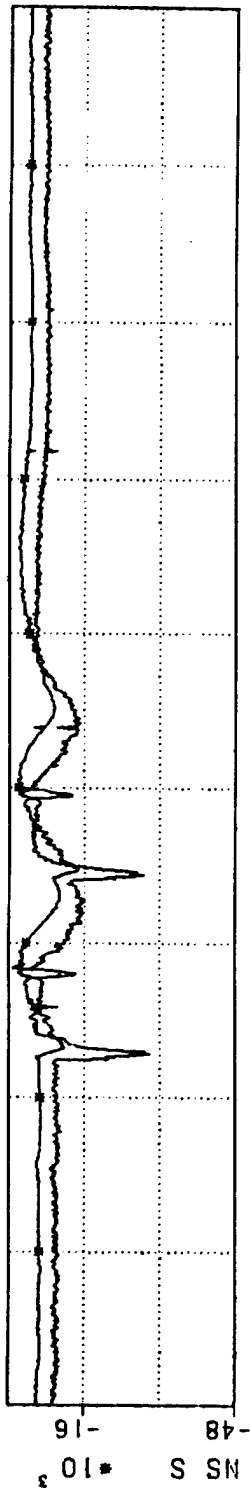
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 45 PAGE NO. 1

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

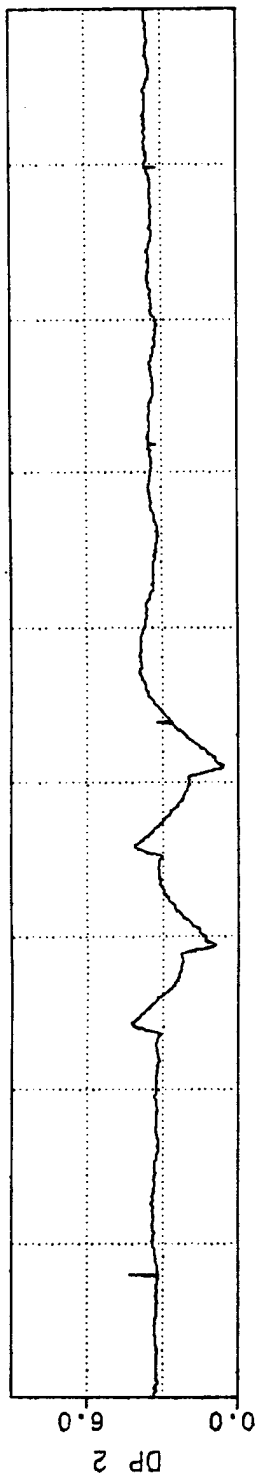
80 KNOTS : DOUBLE BUMP : LIGHT WEIGHT



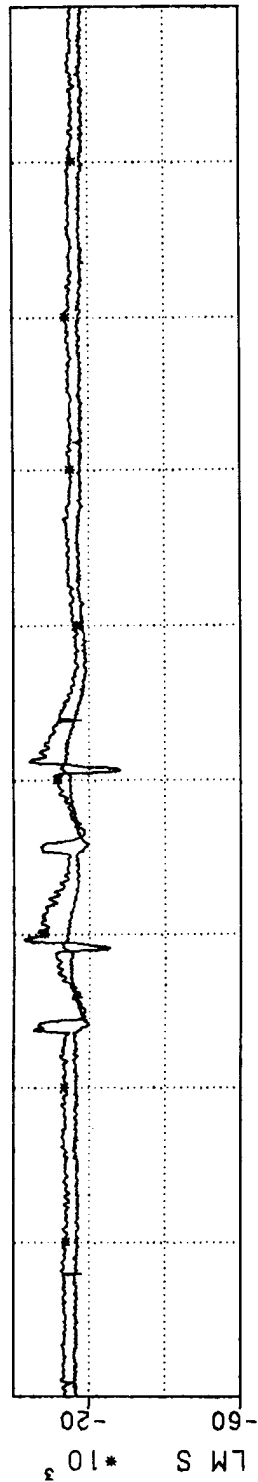
TIME - SECONDS
RUN NO. 45
PAGE NO. 2
DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

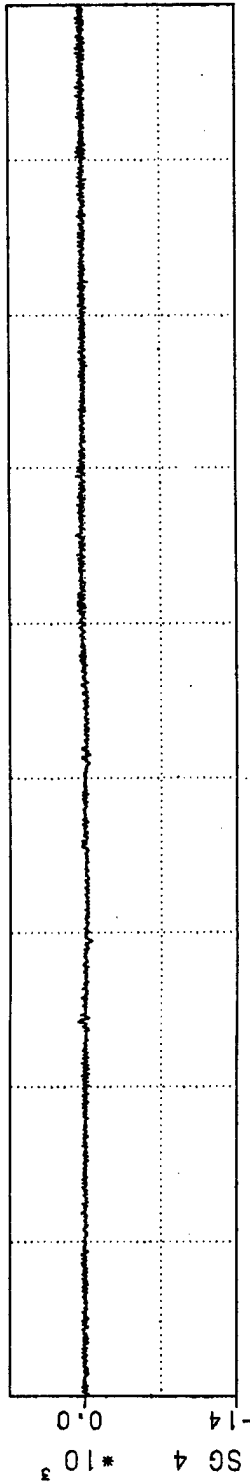
80 KNOTS : DOUBLE BUMP : LIGHT WEIGHT



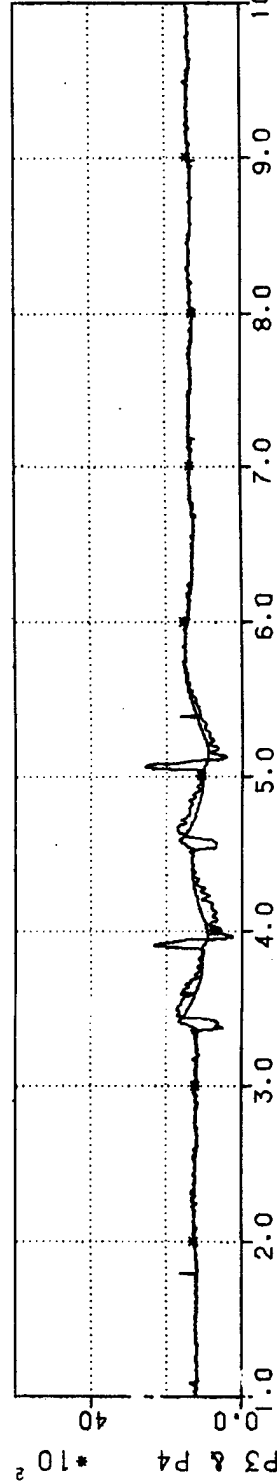
DP 2
FILE 14, CHAN 22
MAX = 4.305
MIN = 1.792 SEC
MEAN = 0.572 SEC
RMS = 5.105 SEC
RMS = 3.214
RMS = 3.265



LM S
FILE 14, CHAN 9
MAX = -1.258 X10⁴
MIN = -5.074 SEC
MEAN = -1.973 X10⁴
RMS = 4.588 SEC
RMS = -1.701 X10⁴
RMS = 1.705 X10⁴



SG 4
FILE 14, CHAN 10
MAX = 793.121
MIN = 6.943 SEC
MEAN = -618.738
RMS = 3.942 SEC
RMS = 119.462
RMS = 248.791



P3 & P4
FILE 14, CHAN 15
MAX = 1664.775
MIN = 3.420 SEC
MEAN = 879.481
RMS = 5.156 SEC
RMS = 1279.919
RMS = 1286.511

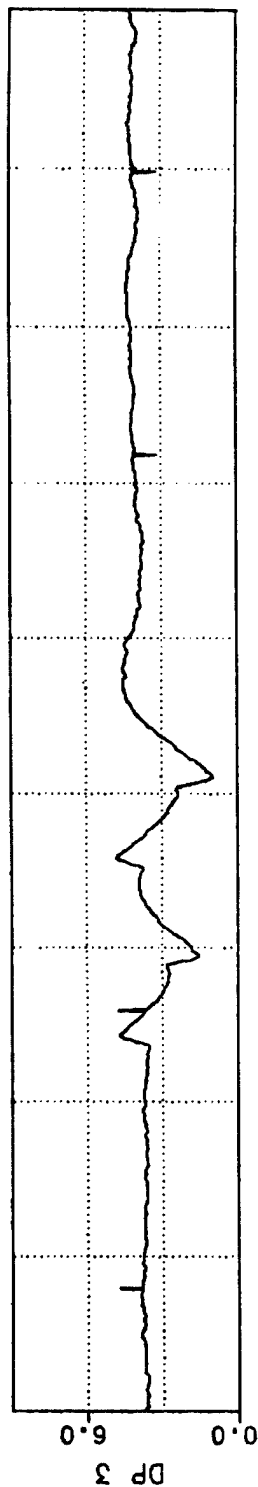
TIME - SECONDS

DELTA T (MSEC) = 5.120

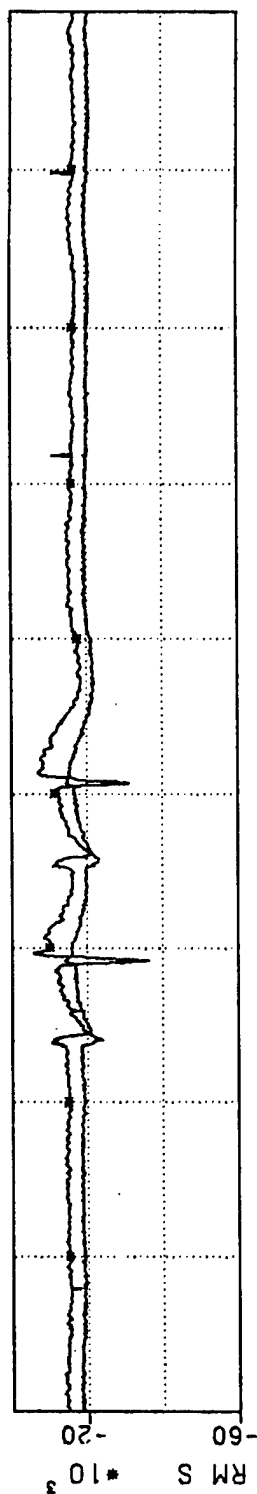
RUN NO. 45 PAGE NO. 3

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

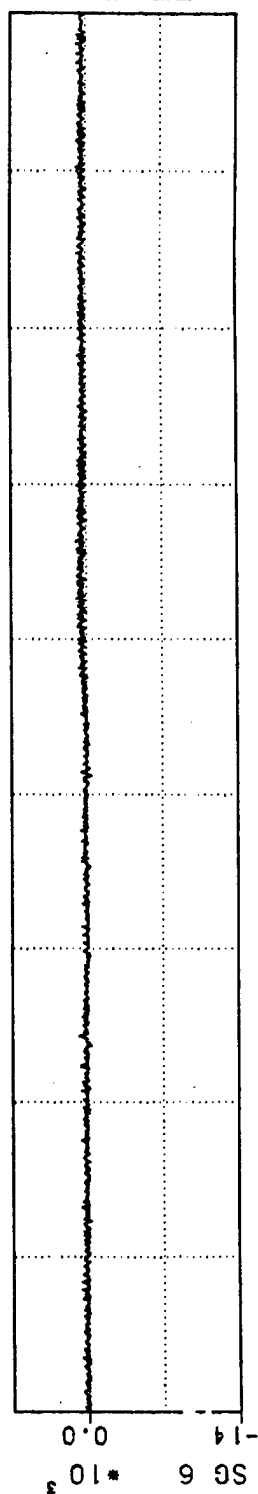
80 KNOTS : DOUBLE BUMP : LIGHT WEIGHT



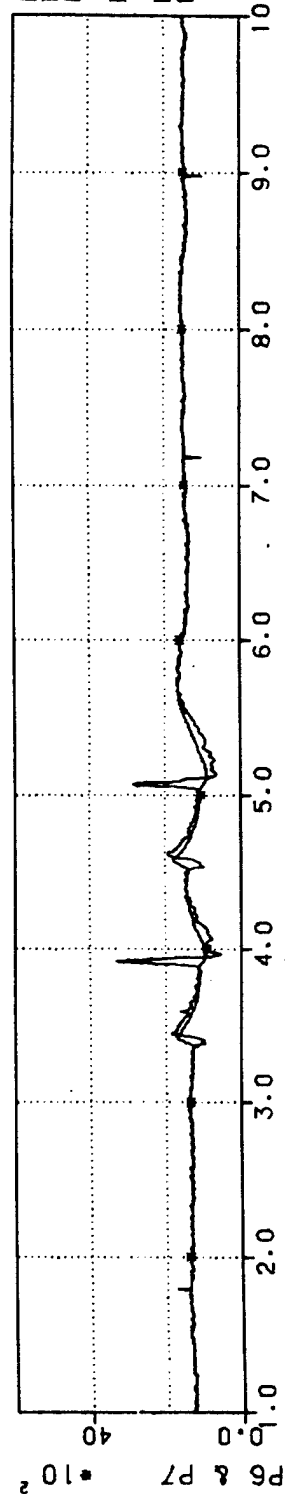
DP 3
FILE 14, CHAN 23
MAX = 4.814
MIN = 0.978
MEAN = 3.765
RMS = 3.815



RM S
FILE 14, CHAN 11
MAX = -1.406 X10⁴
MIN = -2.404 X10⁴
MEAN = -1.934 X10⁴
RMS = 1.938 X10⁴



SG 6
FILE 14, CHAN 12
MAX = 951.180
MIN = -432.129
MEAN = 259.870
RMS = 341.705



P6 & P7
FILE 14, CHAN 18
MAX = 1794.905
MIN = 900.155
MEAN = 1384.083
RMS = 1392.124

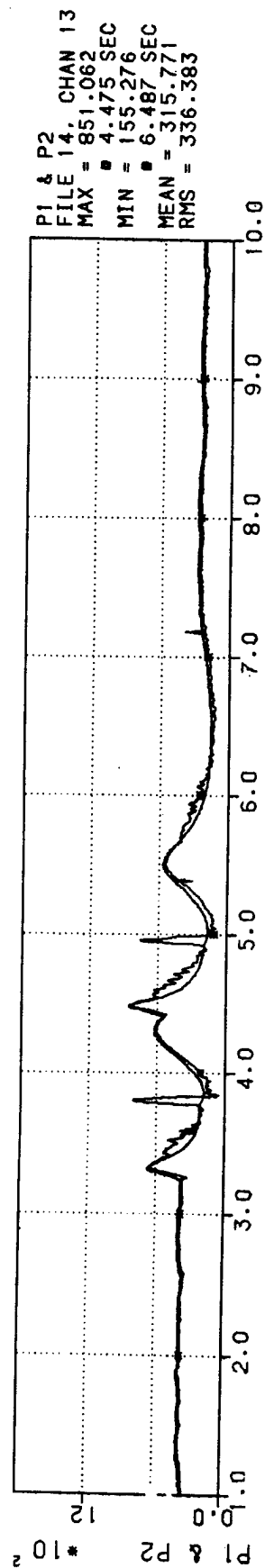
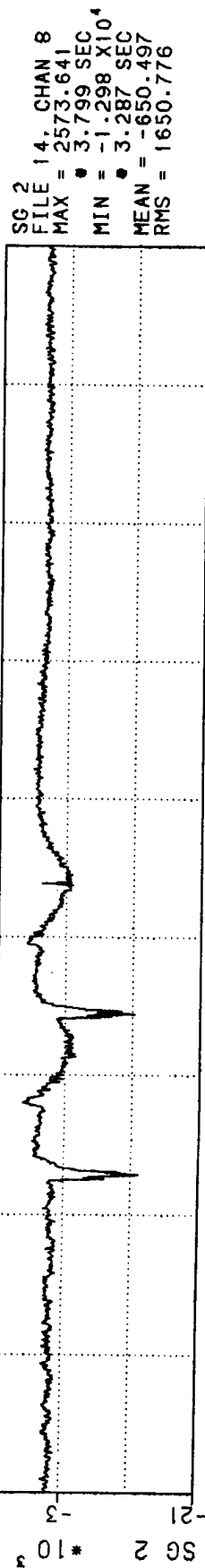
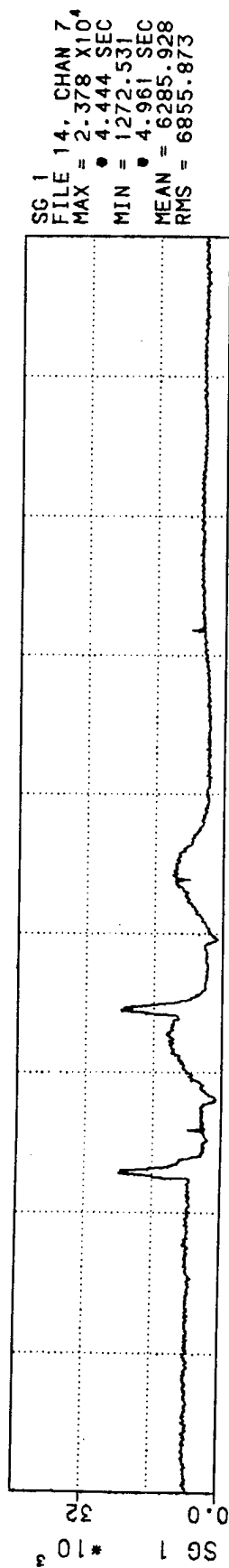
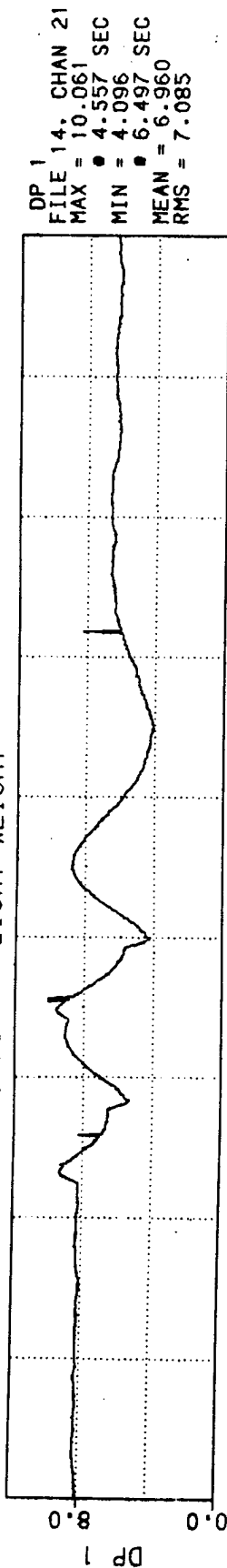
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 45 PAGE NO. 4

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

80 KNOTS : DOUBLE BUMP : LIGHT WEIGHT



TIME - SECONDS

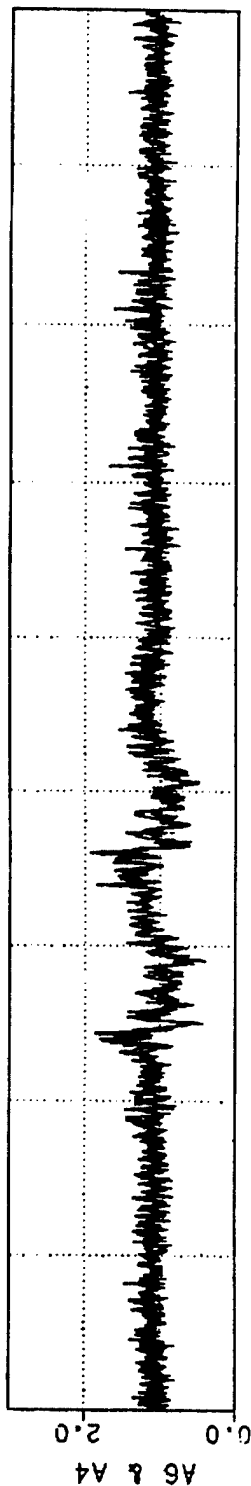
DELTA T (MSEC) = 5.120

RUN NO. 45

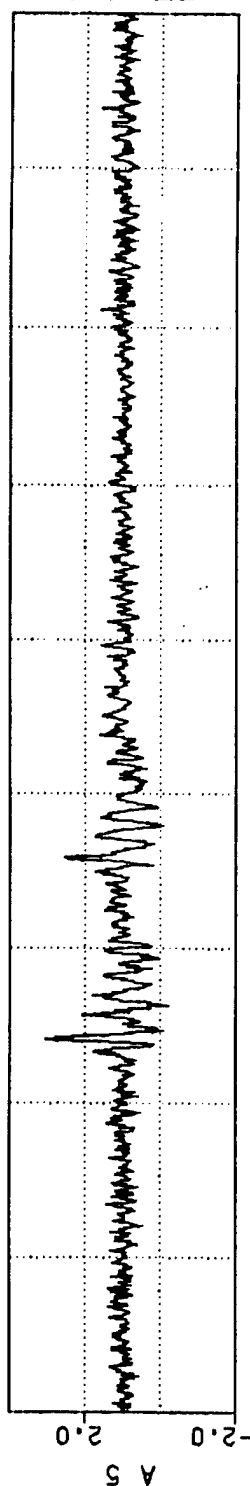
PAGE NO. 5

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

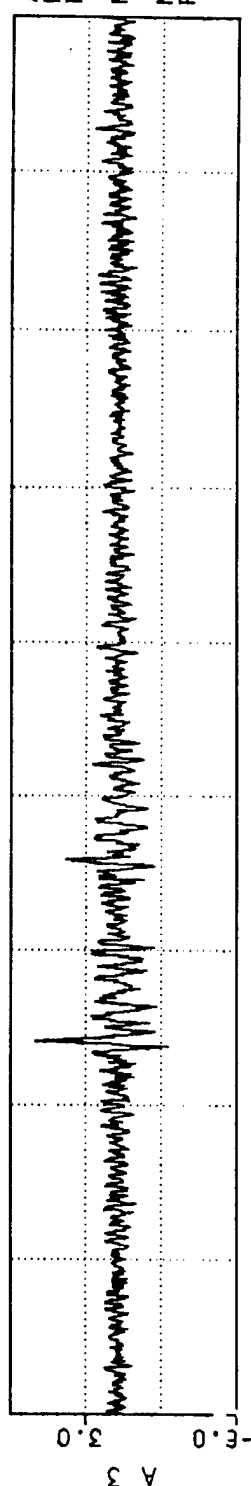
80 KNOTS : DOUBLE BUMP : LIGHT WEIGHT



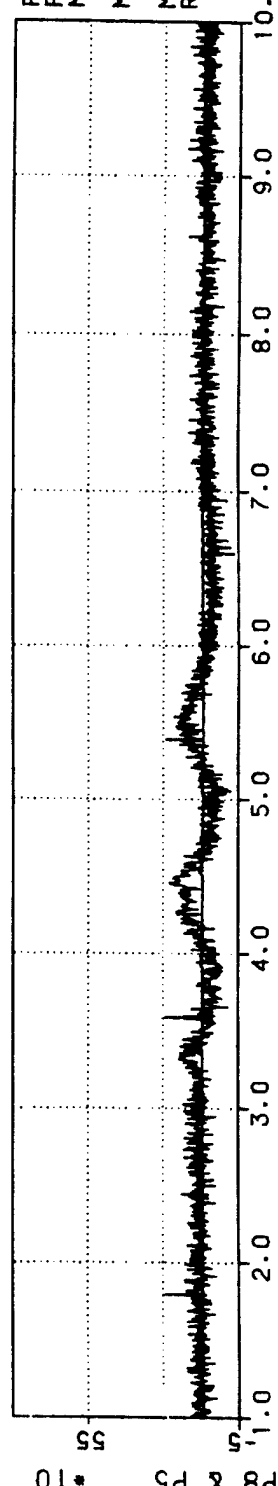
A6 & A4
FILE 14, CHAN 6
MAX = 1.760
MIN = 0.402
MEAN = 1.036
RMS = 1.047



A 5
FILE 14, CHAN 5
MAX = 3.043
MIN = -0.240
MEAN = 0.973
RMS = 1.010



A 3
FILE 14, CHAN 3
MAX = 6.040
MIN = -1.979
MEAN = 1.093
RMS = 1.237



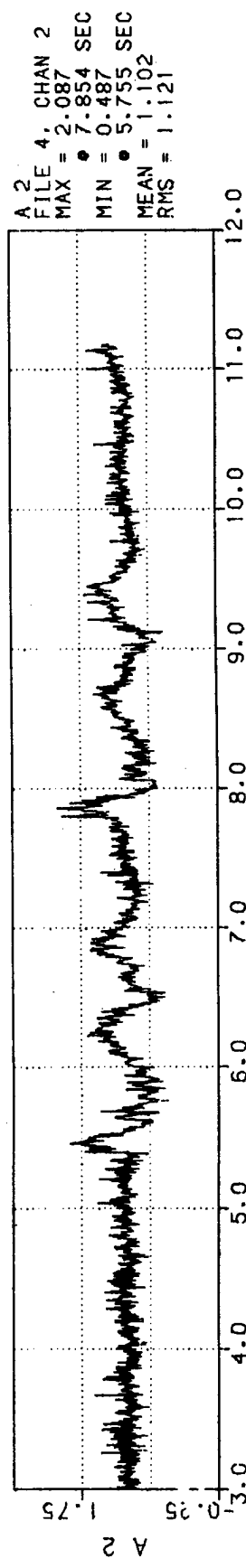
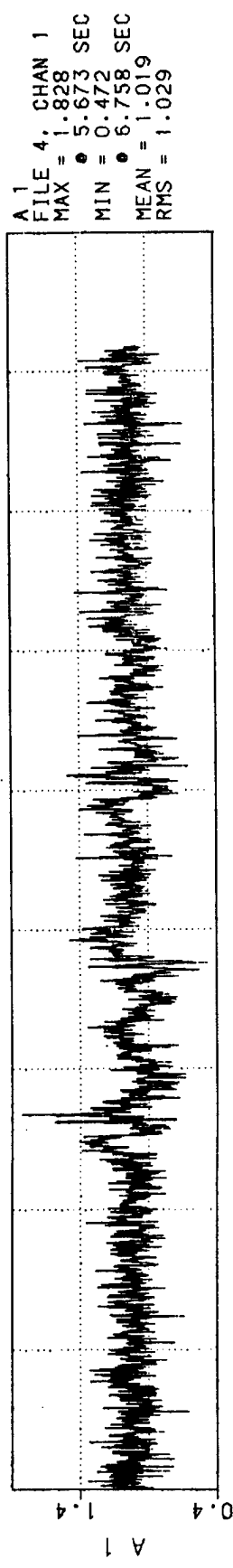
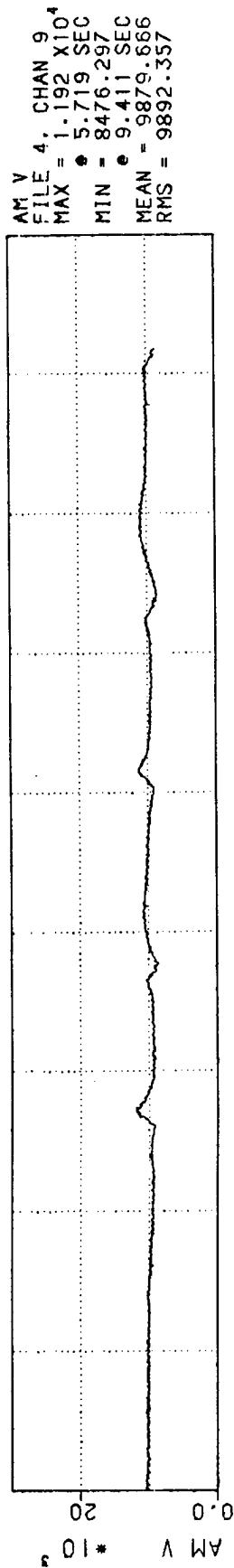
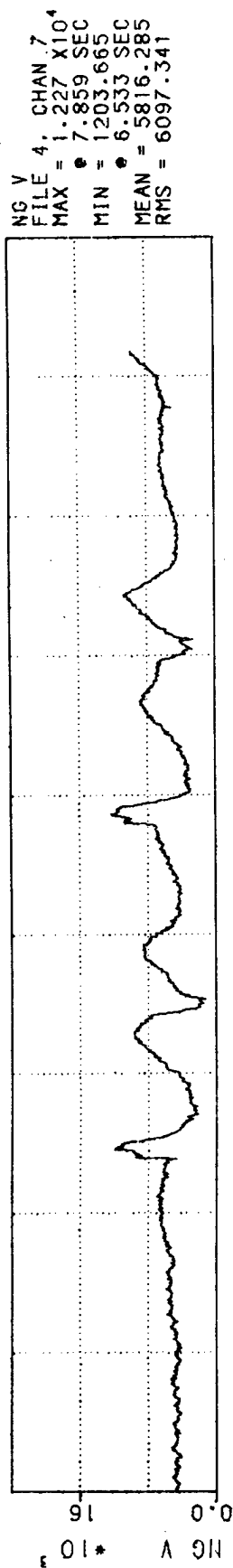
P8 & P5
FILE 14, CHAN 20
MAX = 241.472
MIN = 86.561
MEAN = 5.228 SEC
RMS = 93.525

TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 45 PAGE NO. 6

A-7D HAVE BOUNCE TEST: WHITEMAN AFB 40 KNOTS : DOUBLE BUMP : LIGHT WEIGHT : BRAKING

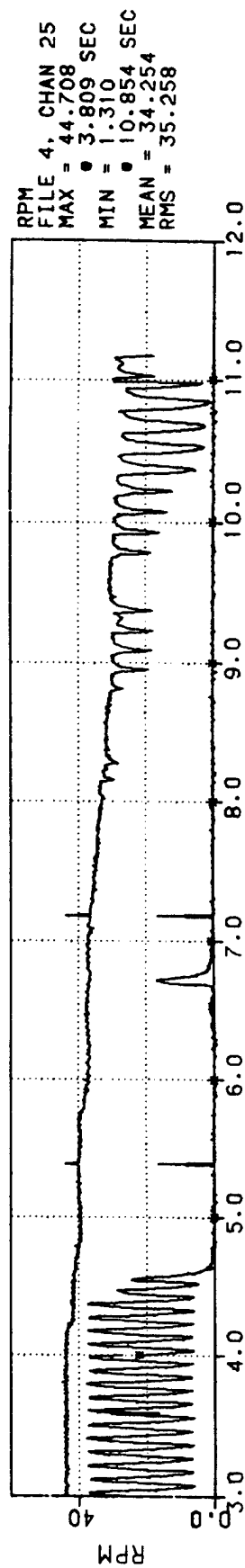
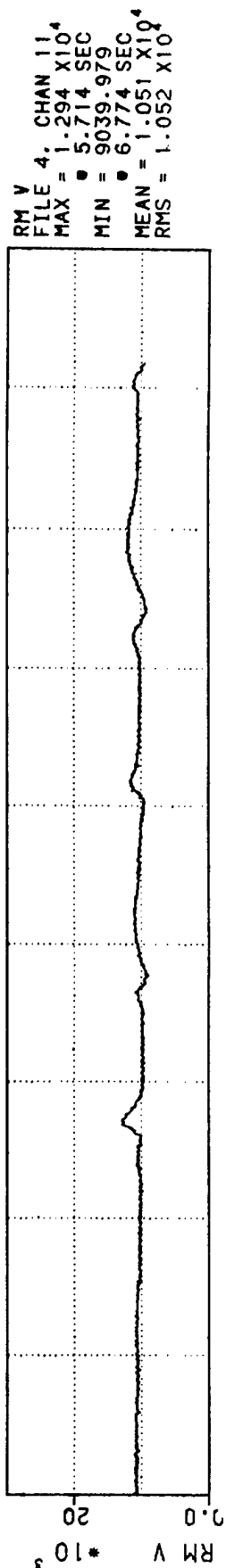
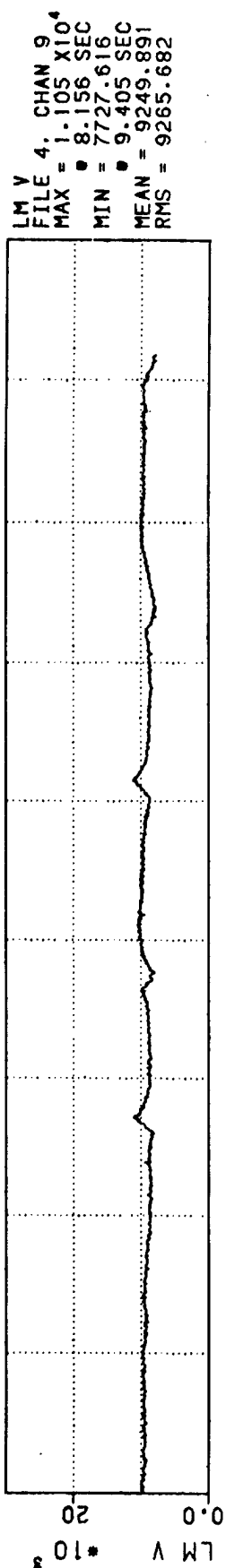
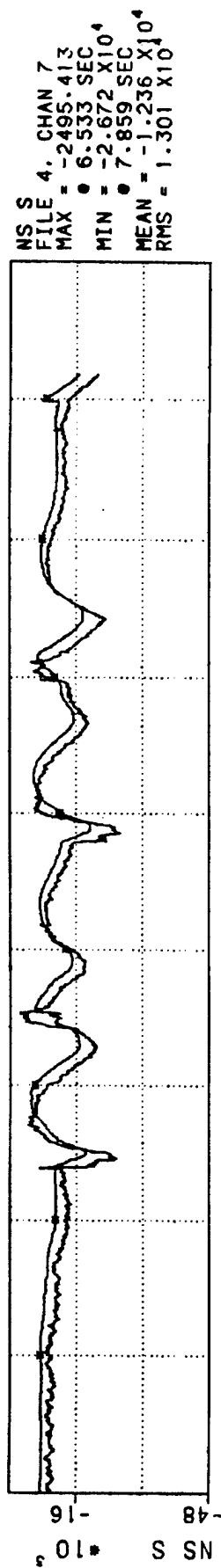


TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 46 PAGE NO. 1

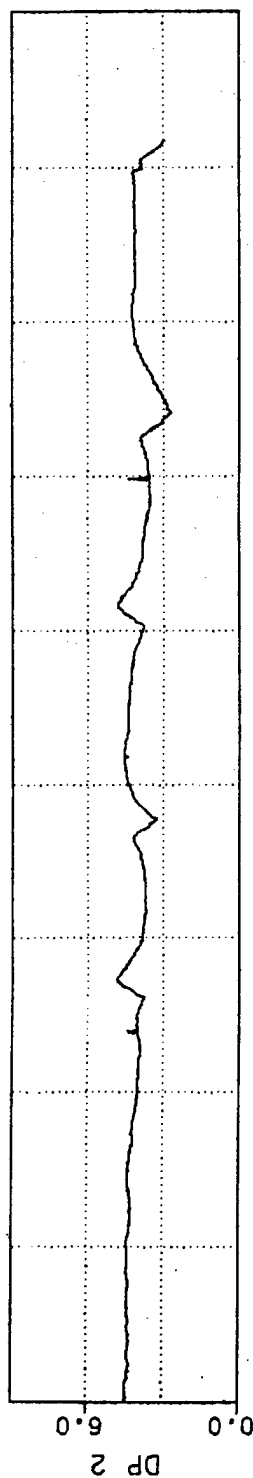
A-7D HAVE BOUNCE TEST: WHITEMAN AFB 40 KNOTS : DOUBLE BUMP : LIGHT WEIGHT : BRAKING



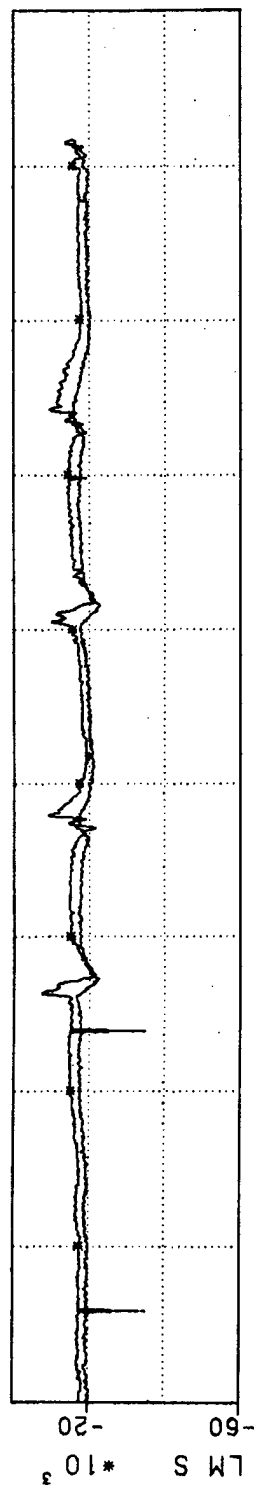
DELTA T (MSEC) = 5.120
RUN NO. 46 PAGE NO. 2

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

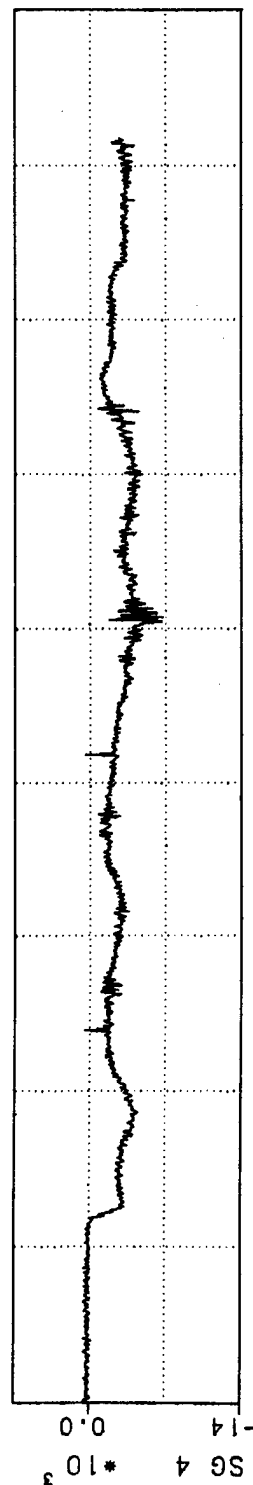
40 KNOTS : DOUBLE BUMP : LIGHT WEIGHT : BRAKING



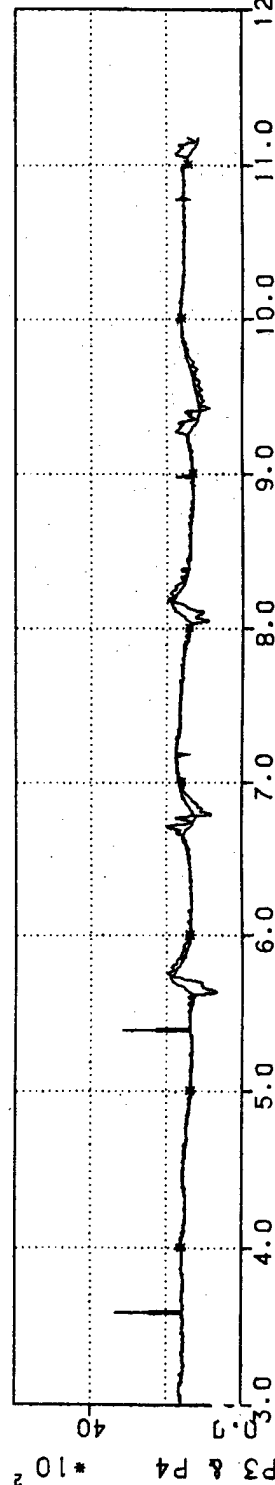
DP 2
FILE 4, CHAN 22
MAX = 4.835
MIN = 5.729 SEC
MEAN = 2.685
RMS = 9.411 SEC
RMS = 4.057
RMS = 4.073



LM S
FILE 4, CHAN 9
MAX = -1.518 X10⁴
MIN = 9.405 SEC
MEAN = -2.274 X10⁴
RMS = 8.156 SEC
RMS = -1.875 X10⁴
RMS = 1.879 X10⁴



SG 4
FILE 4, CHAN 10
MAX = 587.758
MIN = 3.328 SEC
MEAN = -6702.555
RMS = 8.074 SEC
RMS = -2315.568
RMS = 2666.525



P3 & P4
FILE 4, CHAN 15
MAX = 3335.508
MIN = 3.589 SEC
MEAN = 1083.438
RMS = 9.405 SEC
RMS = 1489.467
RMS = 1496.738

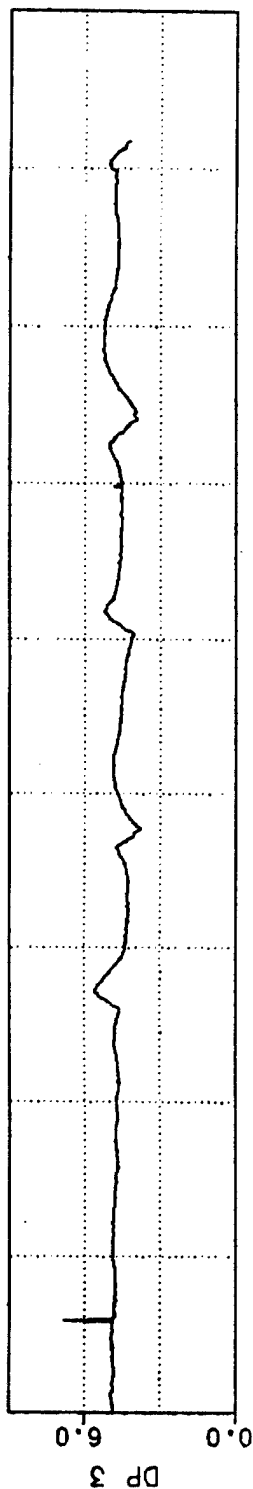
TIME - SECONDS

DELTA T (MSEC) = 5.120

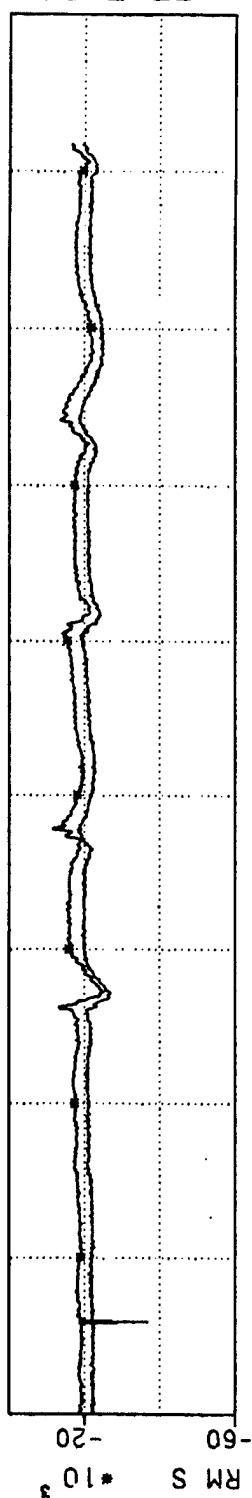
RUN NO. 46 PAGE NO. 3

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

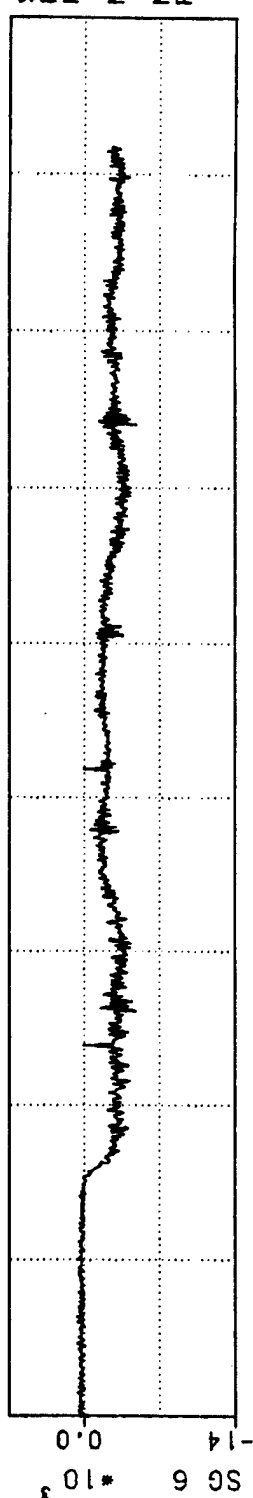
40 KNOTS : DOUBLE BUMP : LIGHT WEIGHT : BRAKING



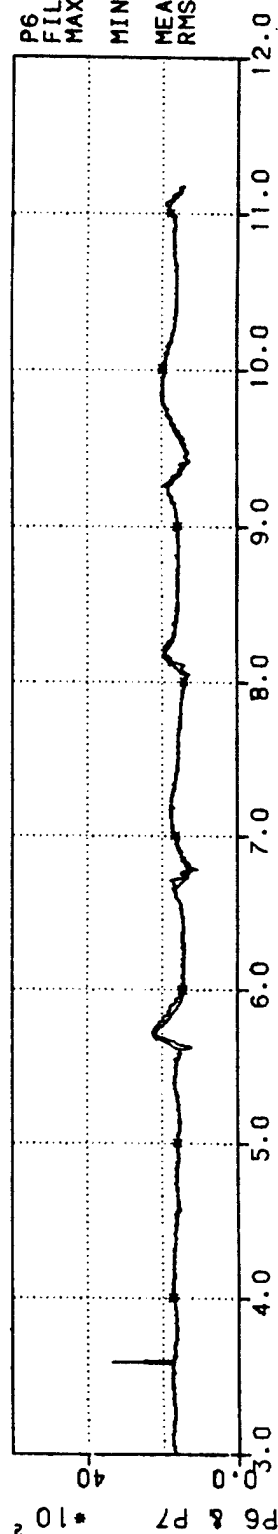
DP 3
FILE 4, CHAN 23
MAX = 6.813
MIN = 3.589 SEC
MEAN = 3.765
RMS = 6.774 SEC
RMS = 4.710



RM S
FILE 4, CHAN 11
MAX = -1.820 X10⁴
MIN = -2.707 X10⁴
MEAN = -2.160 X10⁴
RMS = 2.164 X10⁴



SG 6
FILE 4, CHAN 12
MAX = 674.520
MIN = -4808.418
MEAN = -2074.818
RMS = 2455.476



P6 & P7
FILE 4, CHAN 18
MAX = 2242.281
MIN = 1263.419
MEAN = 1636.643
RMS = 1642.917

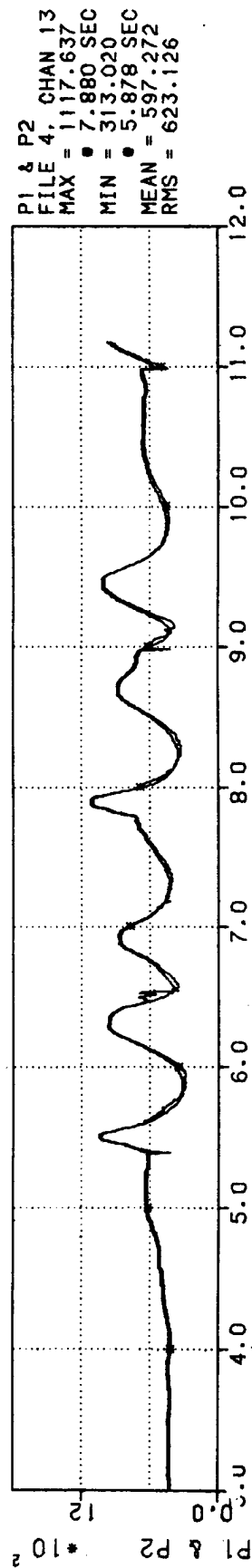
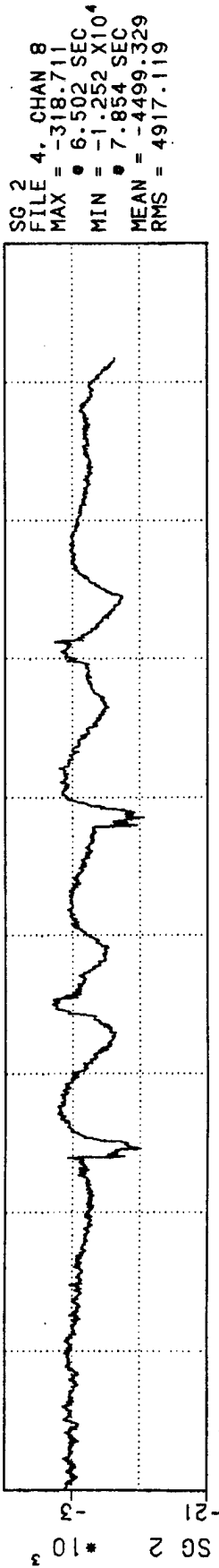
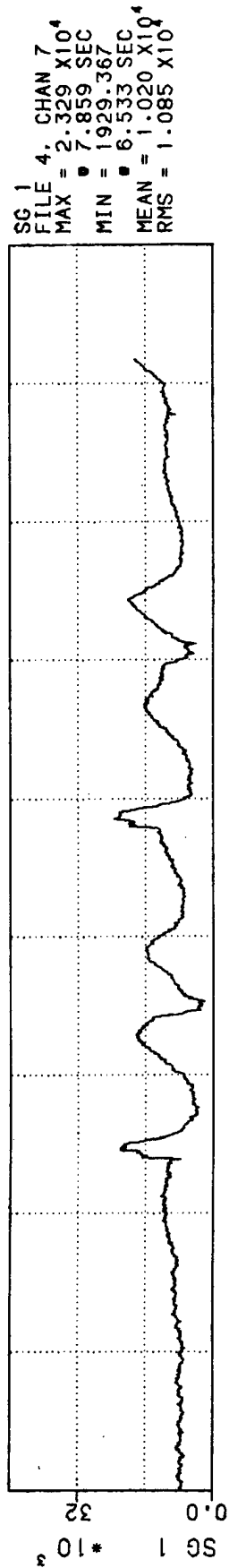
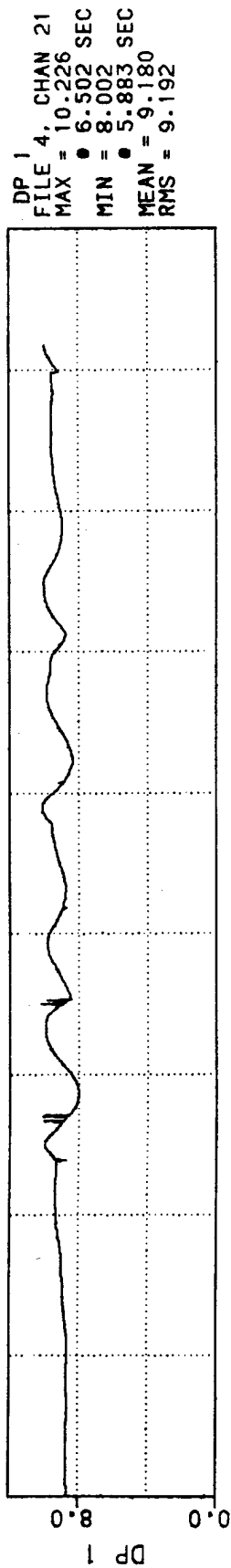
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 46 PAGE NO. 4

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

40 KNOTS : DOUBLE BUMP : LIGHT WEIGHT : BRAKING



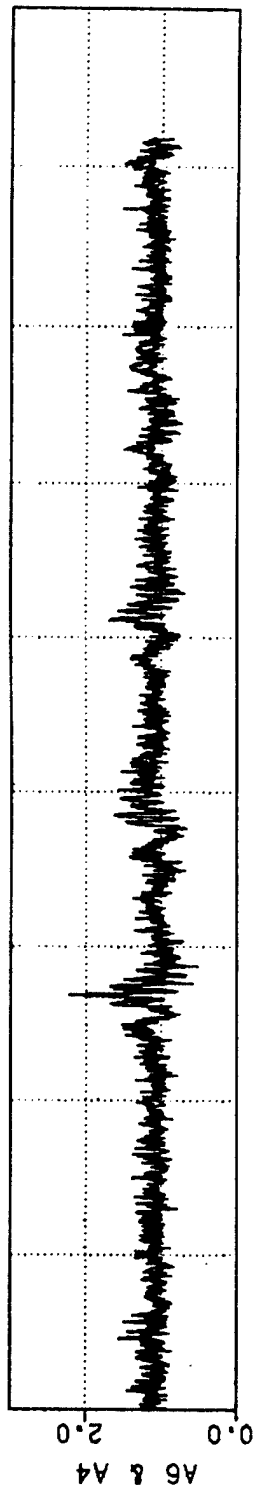
TIME - SECONDS

DELTA T (MSEC) = 5.120

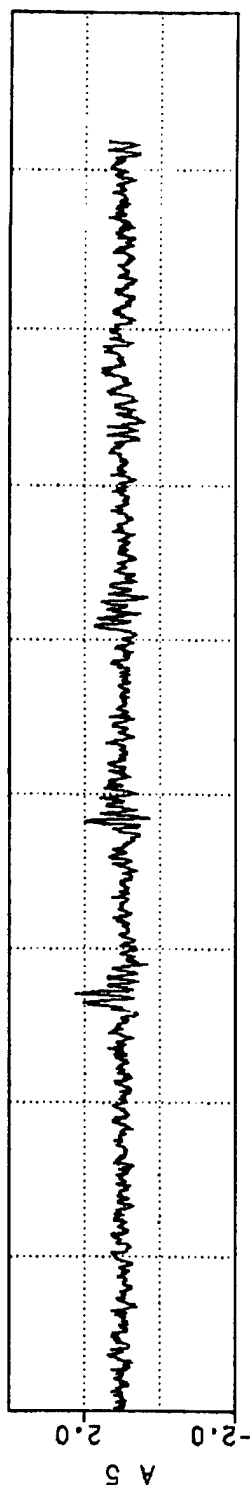
RUN NO. 46 PAGE NO. 5

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

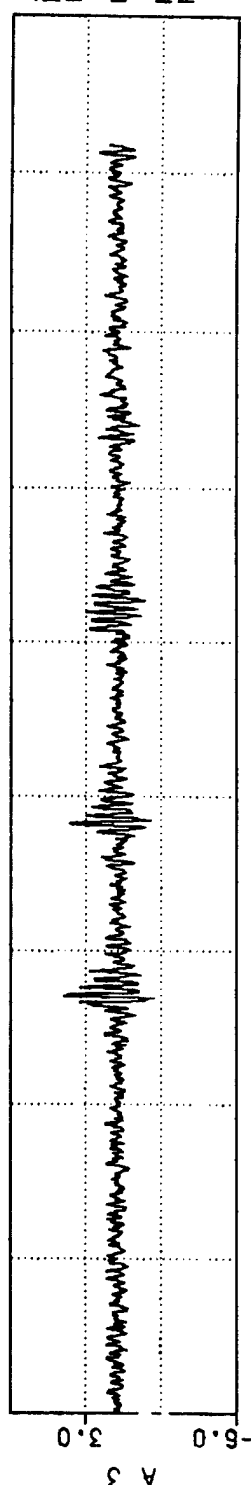
40 KNOTS : DOUBLE BUMP : LIGHT WEIGHT : BRAKING



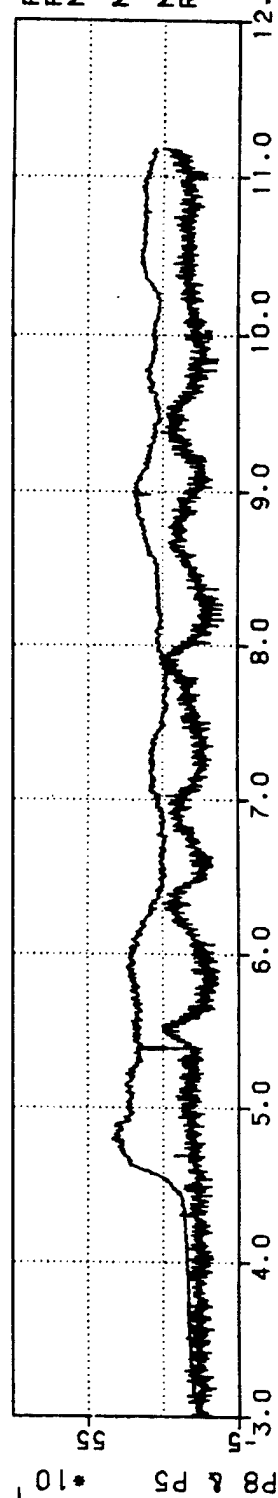
A6 & A4
FILE 4, CHAN 6
MAX = 1.756
MIN = 0.521
MEAN = 1.045
RMS = 1.053



A 5
FILE 4, CHAN 5
MAX = 2.257
MIN = 0.282
MEAN = 0.986
RMS = 1.006



A 3
FILE 4, CHAN 3
MAX = 4.271
MIN = -1.077
MEAN = 1.098
RMS = 1.202



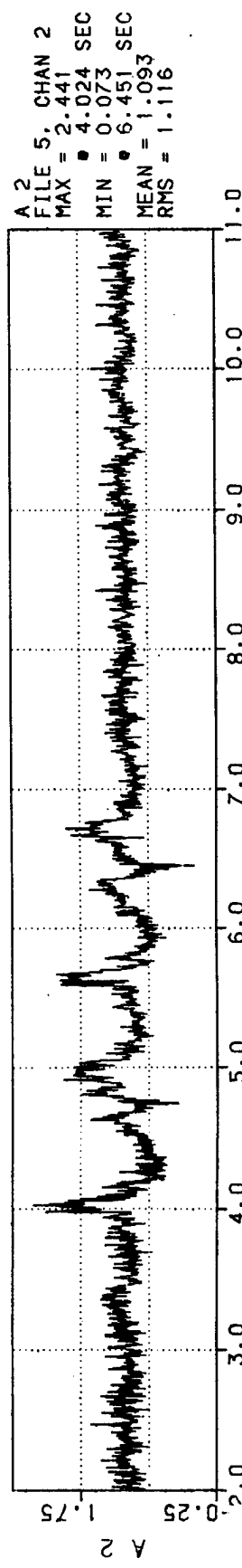
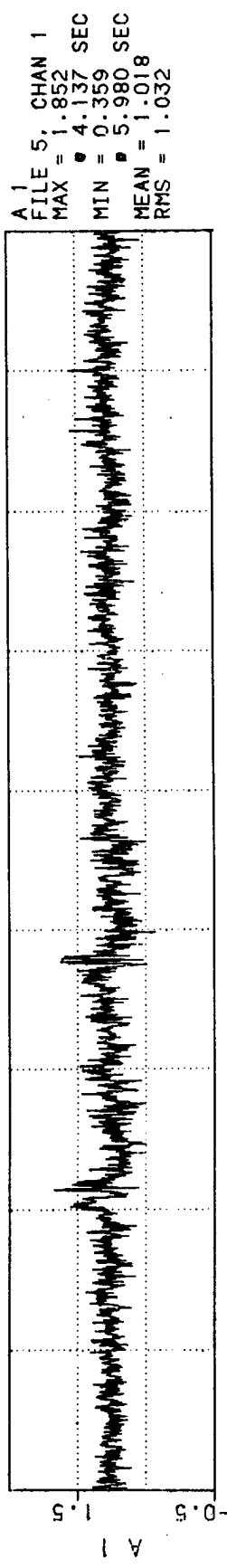
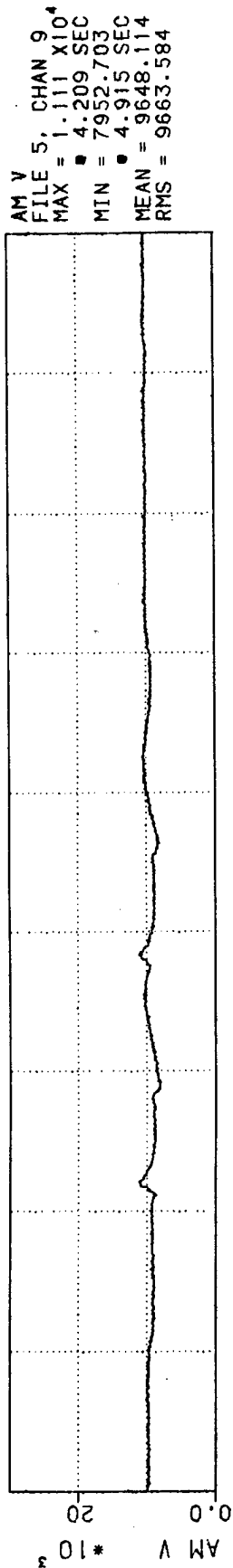
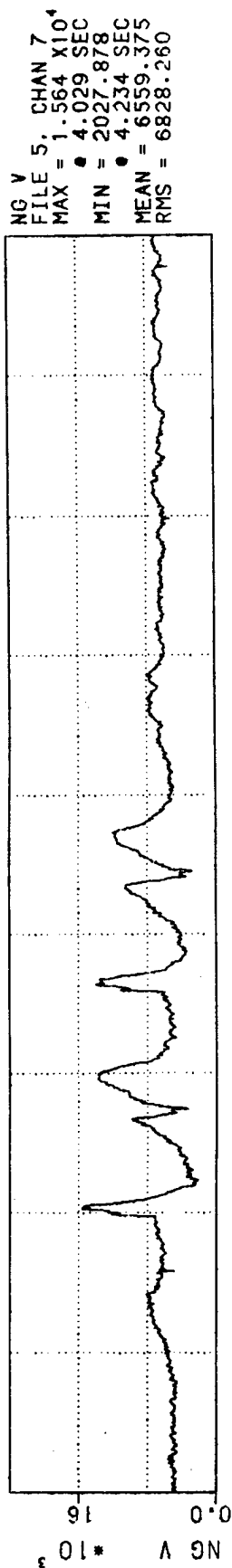
P8 & P5
FILE 4, CHAN 20
MAX = 451.272
MIN = 99.979
MEAN = 278.201
RMS = 288.135

TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 46 PAGE NO. 6

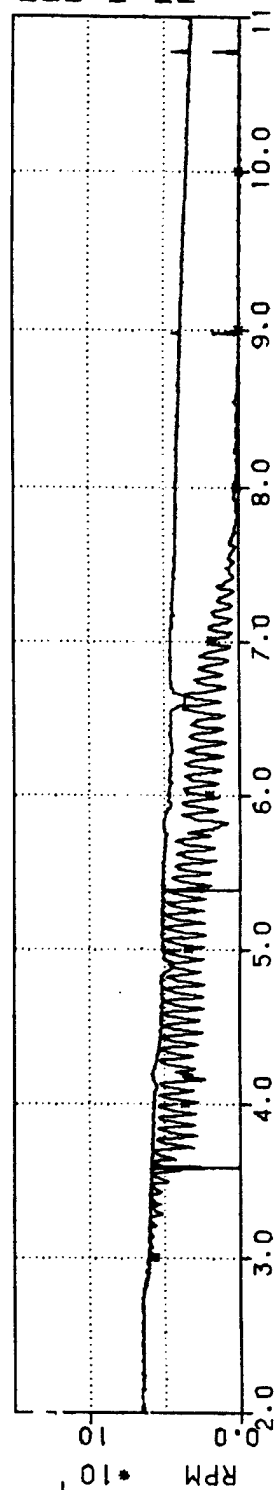
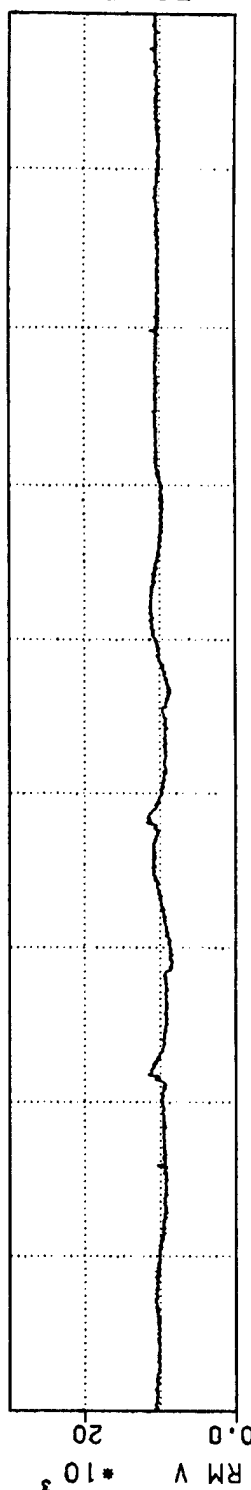
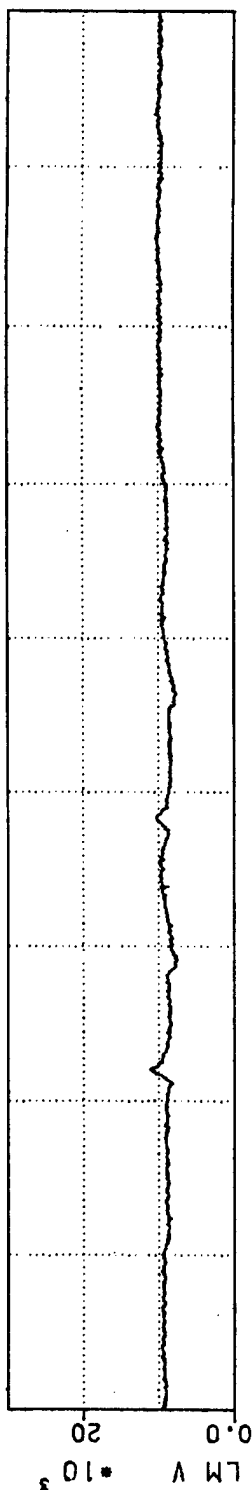
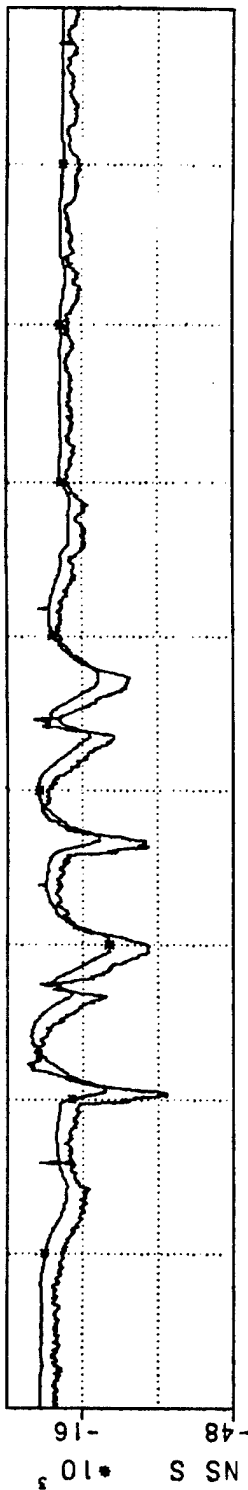
A-7D HAVE BOUNCE TEST: WHITEMAN AFB 60 KNOTS : DOUBLE BUMP : LIGHT WEIGHT : BRAKING



TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 47 PAGE NO. 1

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

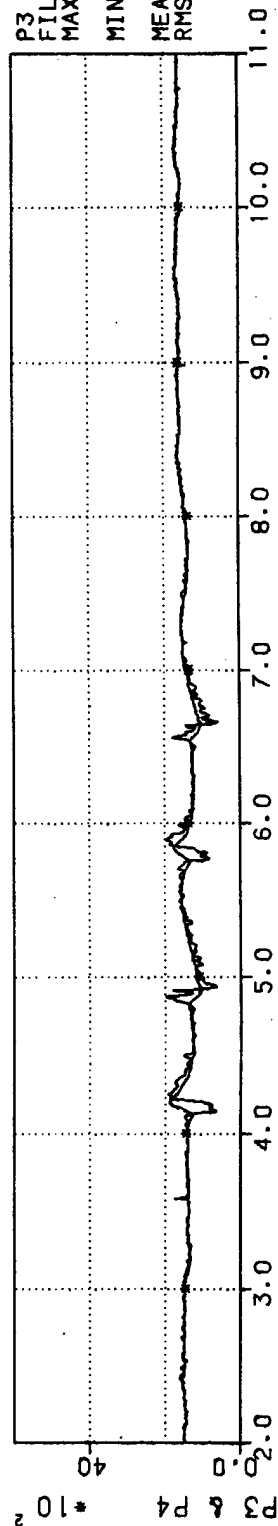
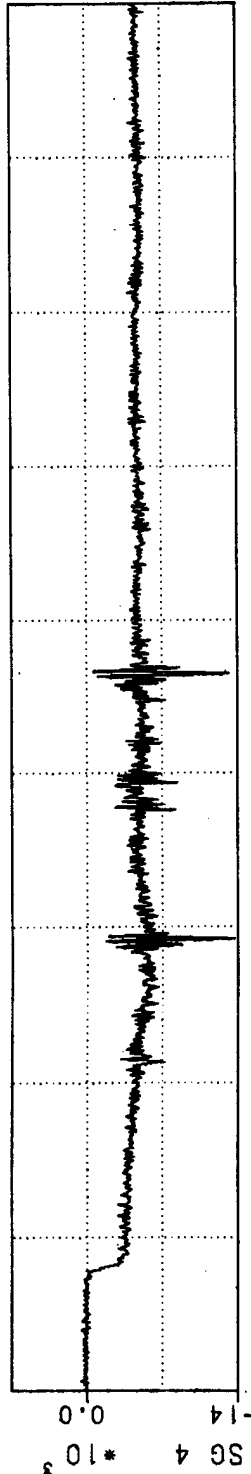
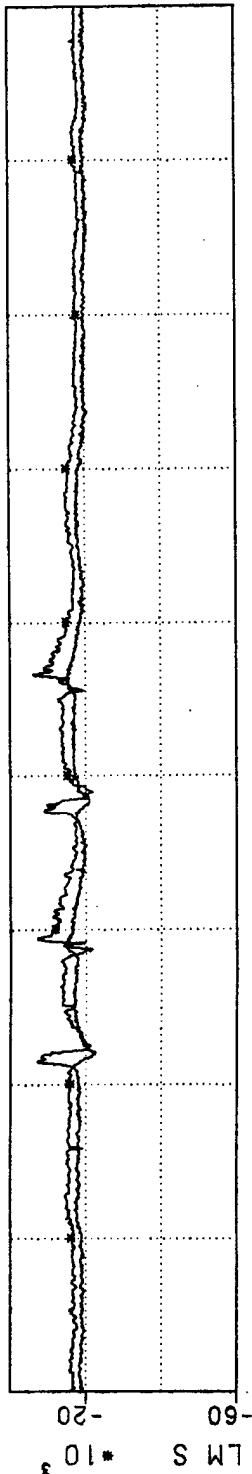
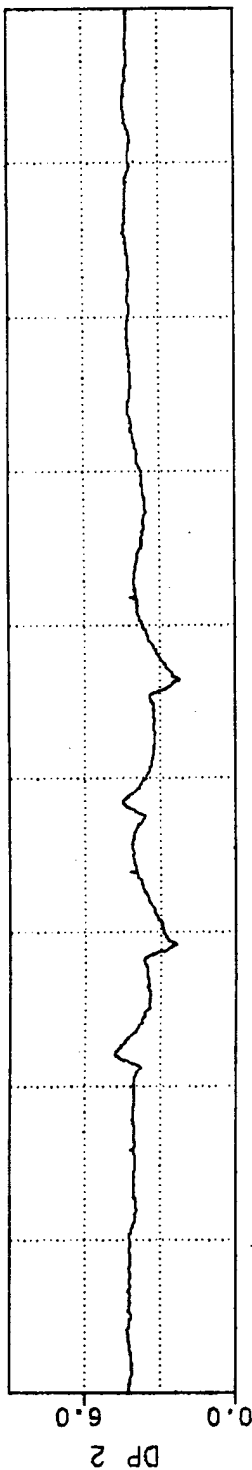
60 KNOTS : DOUBLE BUMP : LIGHT WEIGHT : BRAKING



TIME - SECONDS
RUN NO. 47
PAGE NO. 2
DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

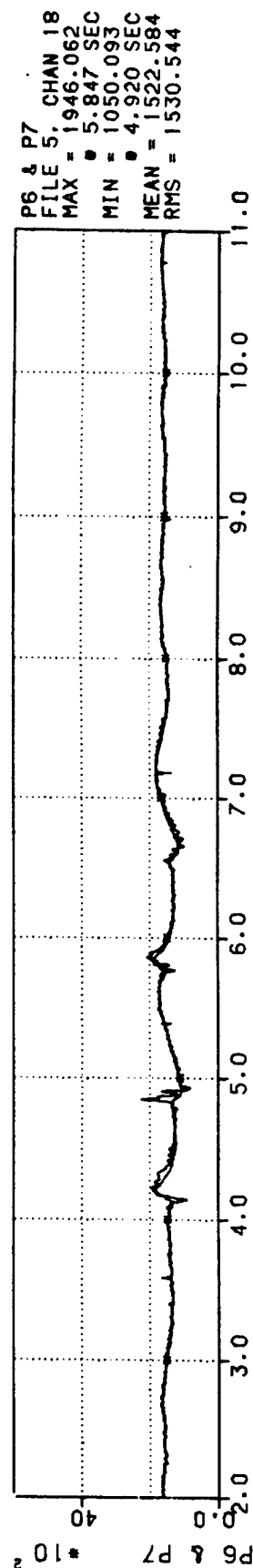
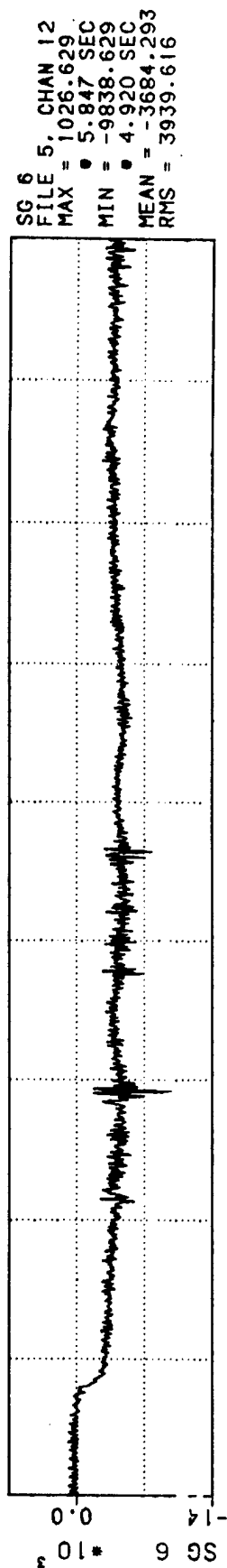
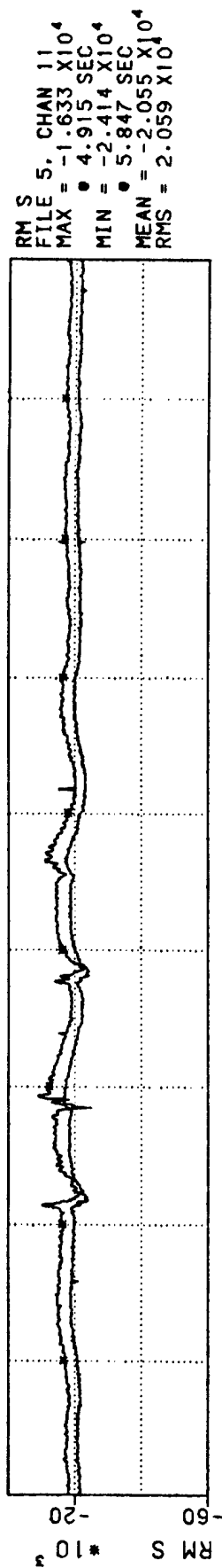
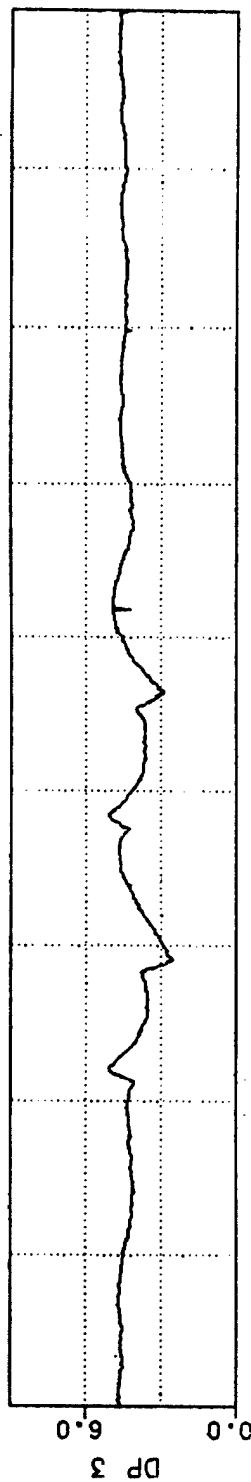
60 KNOTS : DOUBLE BUMP : LIGHT WEIGHT : BRAKING



DELTA T (MSEC) = 5.120

RUN NO. 47 PAGE NO. 3

A-7D HAVE BOUNCE TEST: WHITEMAN AFB 60 KNOTS : DOUBLE BUMP : LIGHT WEIGHT : BRAKING

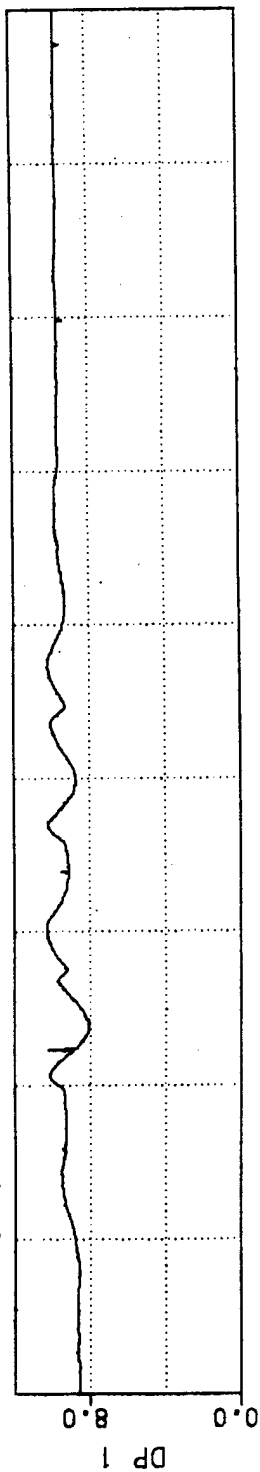


TIME - SECONDS
RUN NO. 47
PAGE NO. 4
DELTA T (MSEC) = 5.120

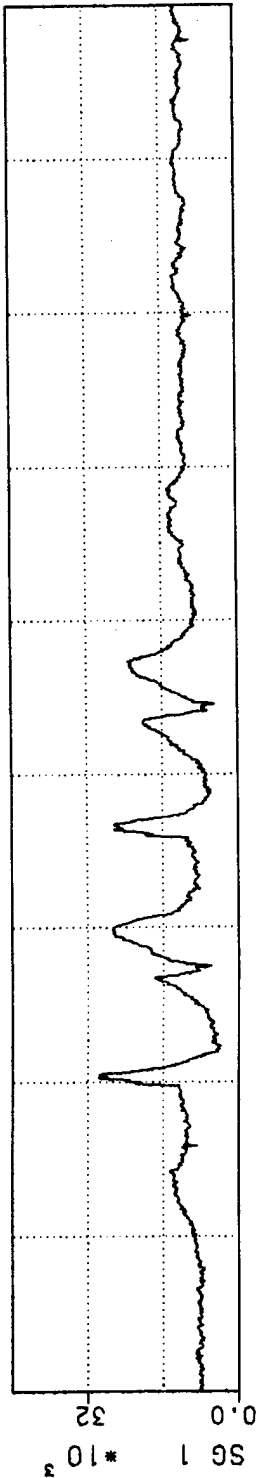
A-7D HAVE BOUNCE TEST: WHITEMAN AFB

60 KNOTS : DOUBLE BUMP : LIGHT WEIGHT : BRAKING

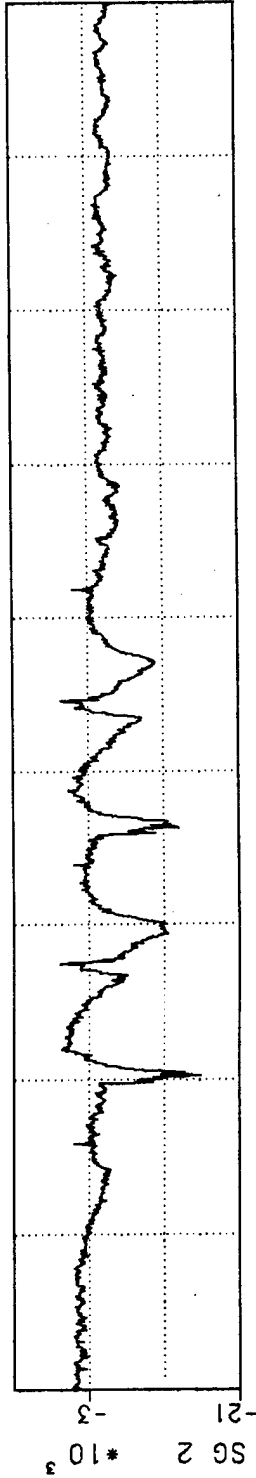
DP 1
FILE 5, CHAN 21
MAX = 10.247
• 4.987 SEC
MIN = 8.064
• 4.393 SEC
MEAN = 9.425
RMS = 9.436



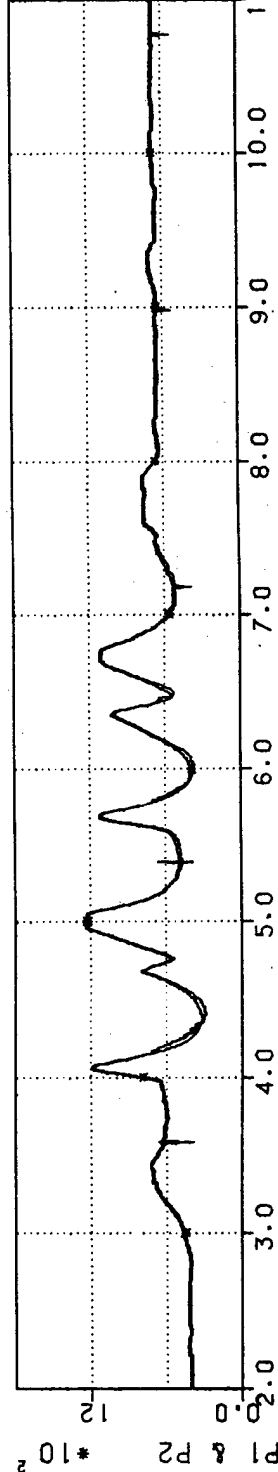
SG 1
FILE 5, CHAN 7
MAX = 2.955 X10⁴
• 4.045 SEC
MIN = 3865.312
• 4.234 SEC
MEAN = 1.178 X10⁴
RMS = 1.240 X10⁴



SG 2
FILE 5, CHAN 8
MAX = 457.281
• 4.746 SEC
MIN = -1.633 X10⁴
• 4.024 SEC
MEAN = -4620.677
RMS = 5127.720



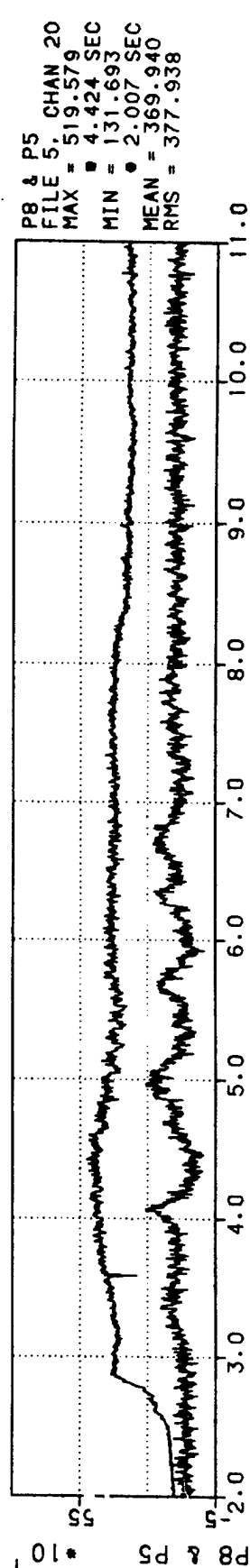
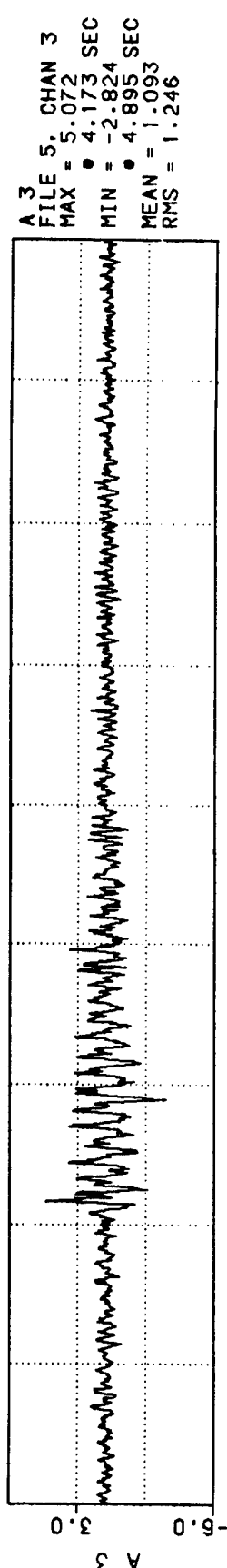
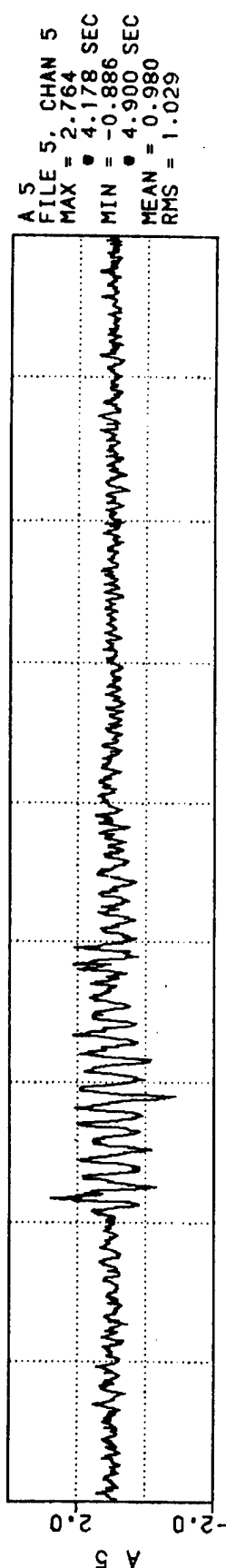
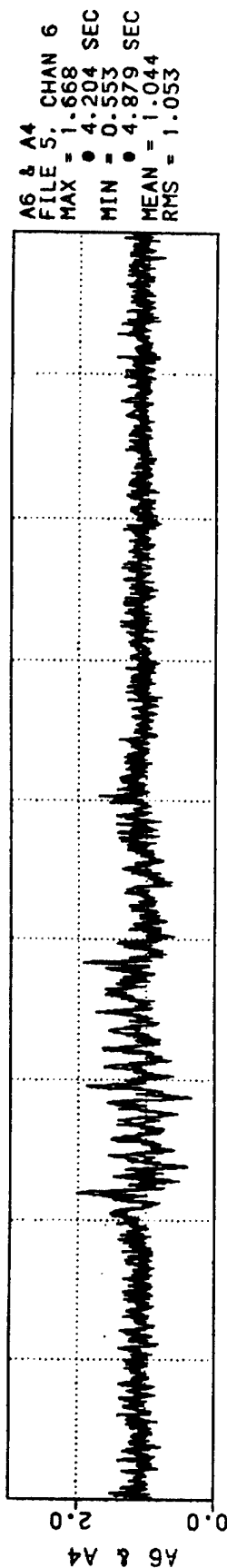
P1 & P2
FILE 5, CHAN 13
MAX = 1242.365
• 4.987 SEC
MIN = 316.688
• 4.388 SEC
MEAN = 651.433
RMS = 674.529



TIME - SECONDS
DELTA T (MSEC) = 5.120

RUN NO. 47 PAGE NO. 5

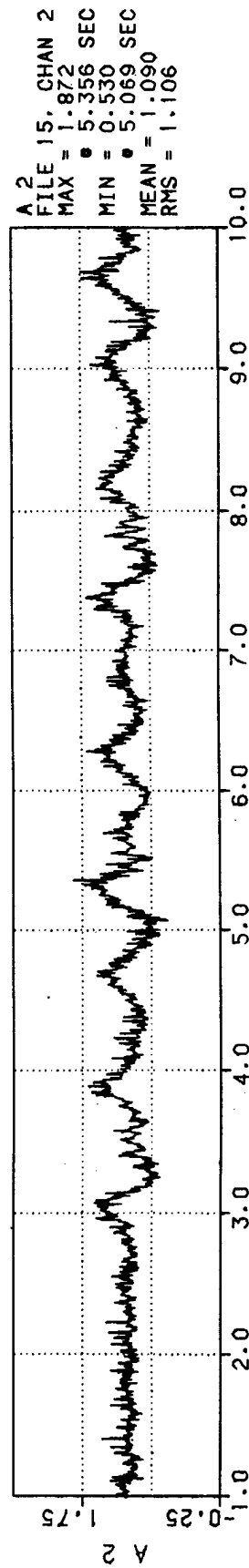
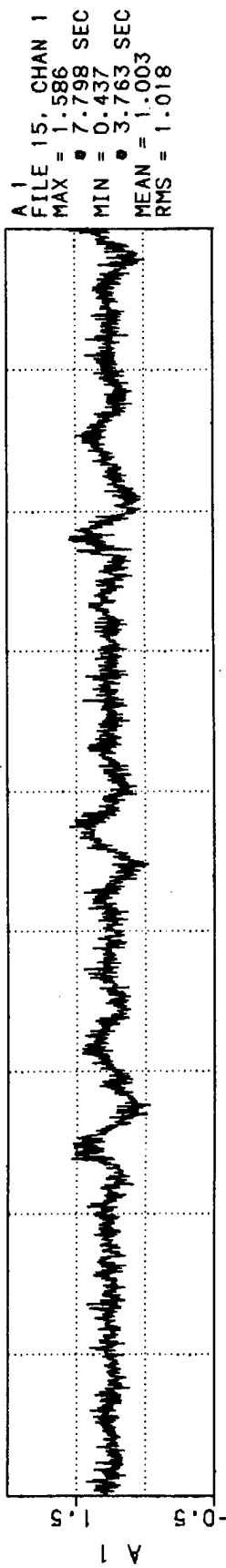
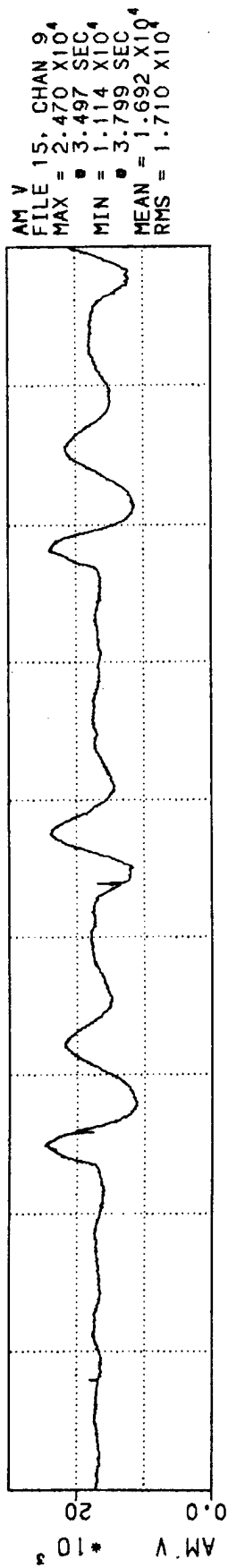
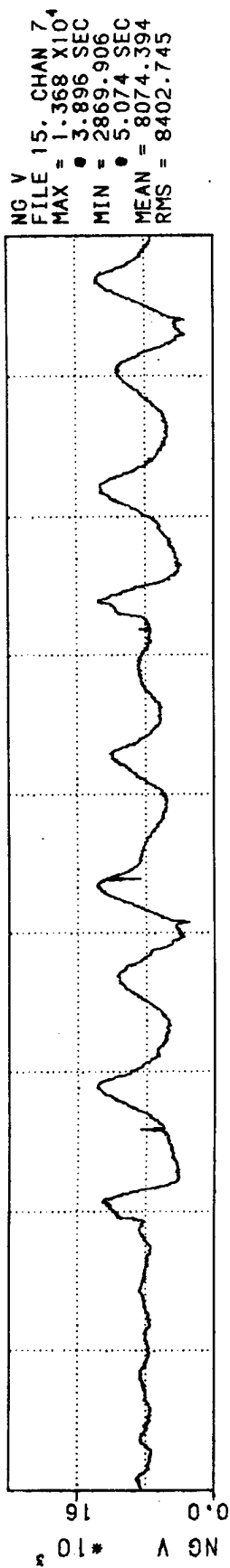
A-7D HAVE BOUNCE TEST: WHITEMAN AFB 60 KNOTS : DOUBLE BUMP : LIGHT WEIGHT : BRAKING



TIME - SECONDS
RUN NO. 47
PAGE NO. 6
DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

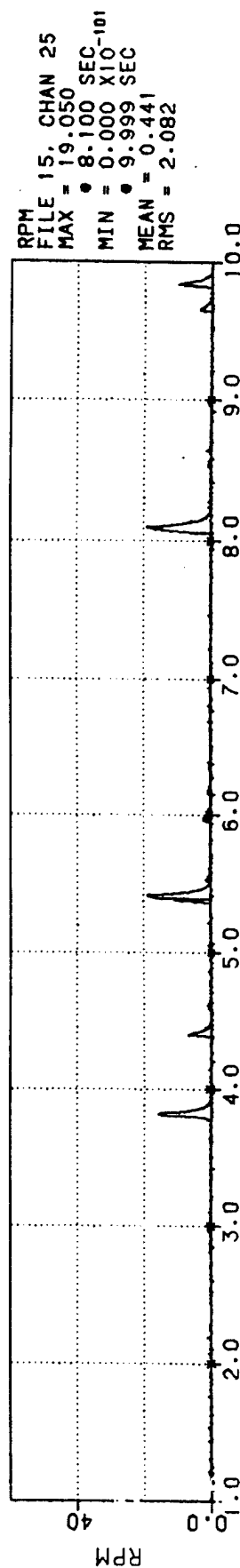
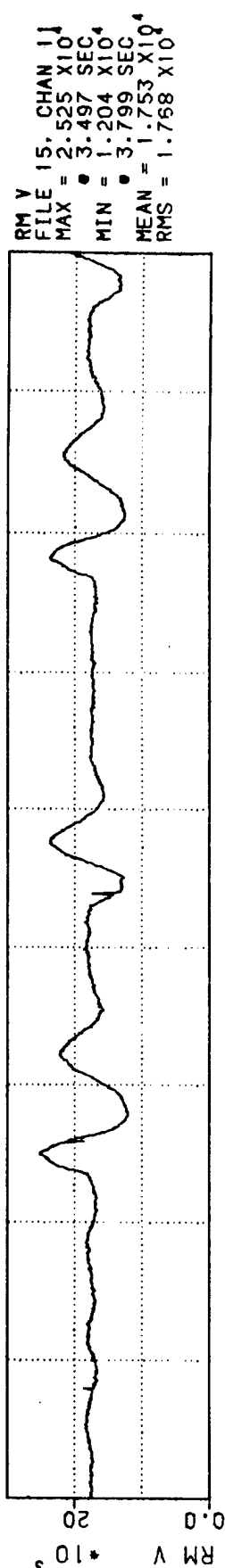
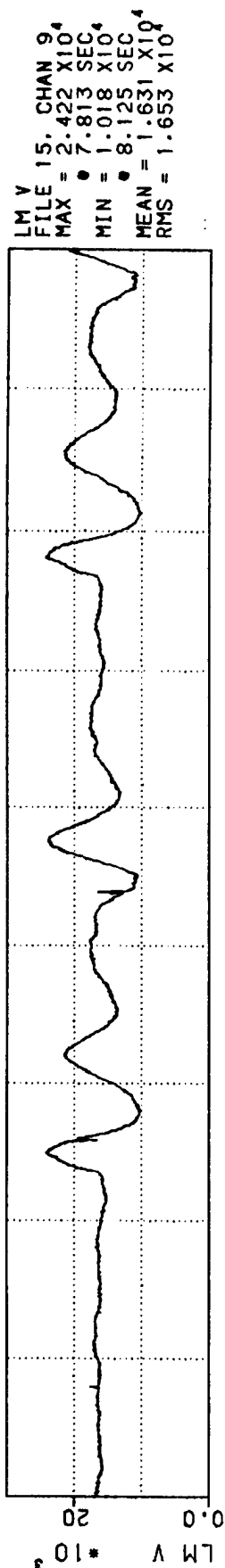
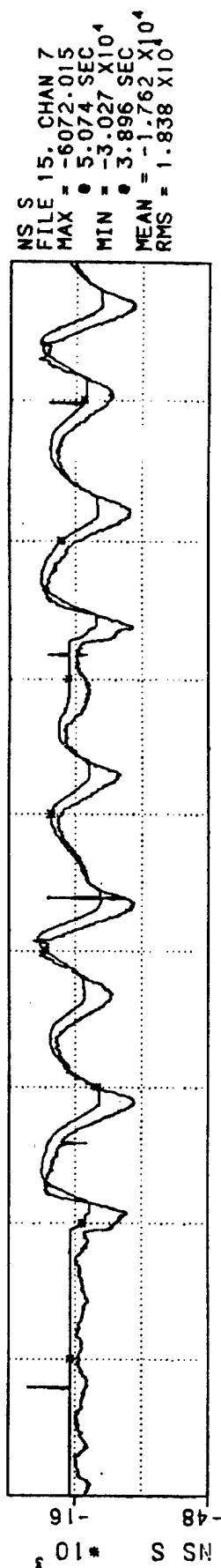
20 KNOTS : DOUBLE BUMP : HEAVY WEIGHT



TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 48 PAGE NO. 1

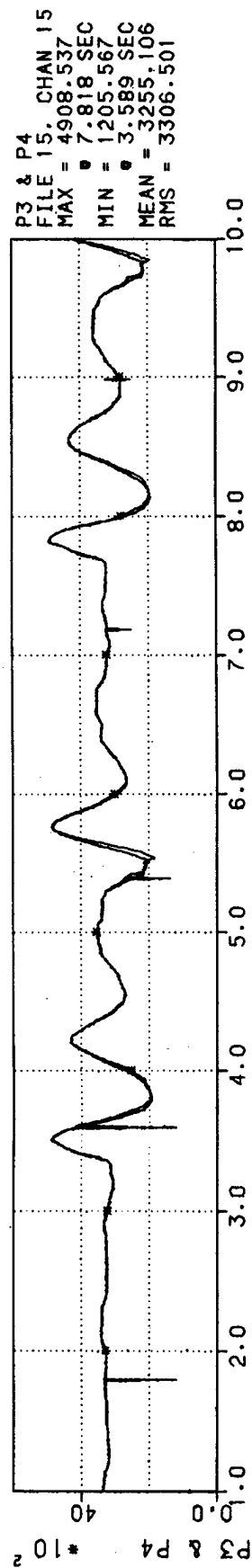
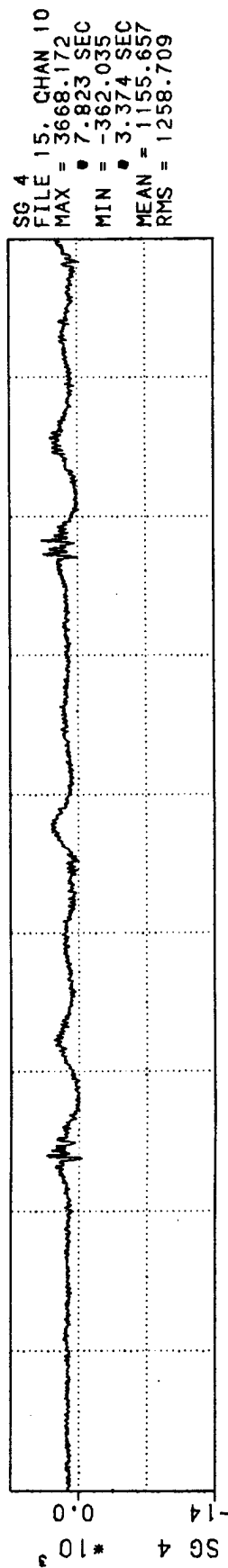
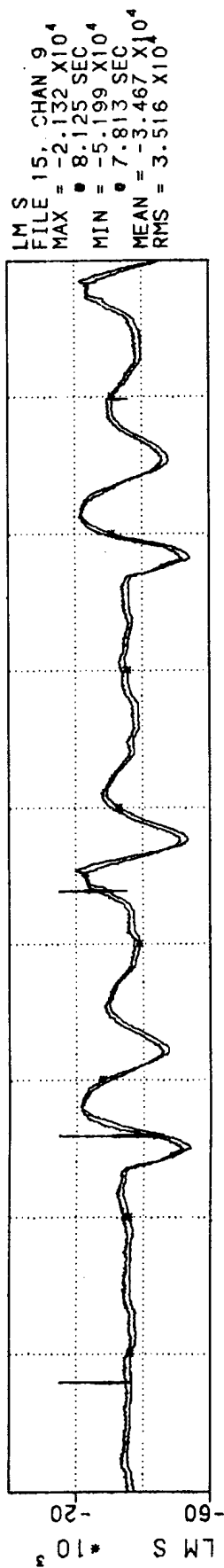
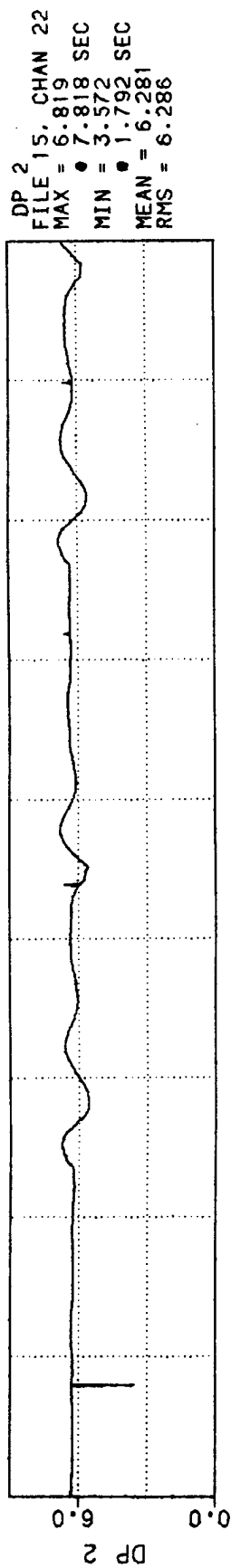
A-7D HAVE BOUNCE TEST: WHITEMAN AFB

20 KNOTS : DOUBLE BUMP : HEAVY WEIGHT



TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 48 PAGE NO. 2

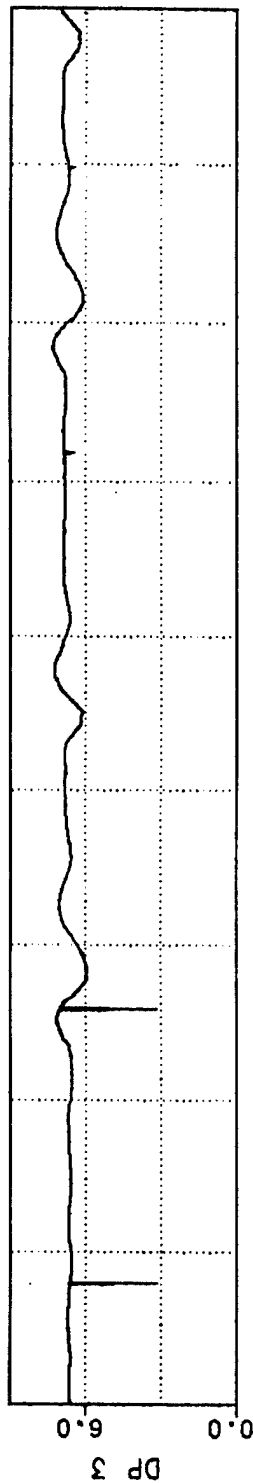
A-7D HAVE BOUNCE TEST: WHITEMAN AFB 20 KNOTS : DOUBLE BUMP : HEAVY WEIGHT



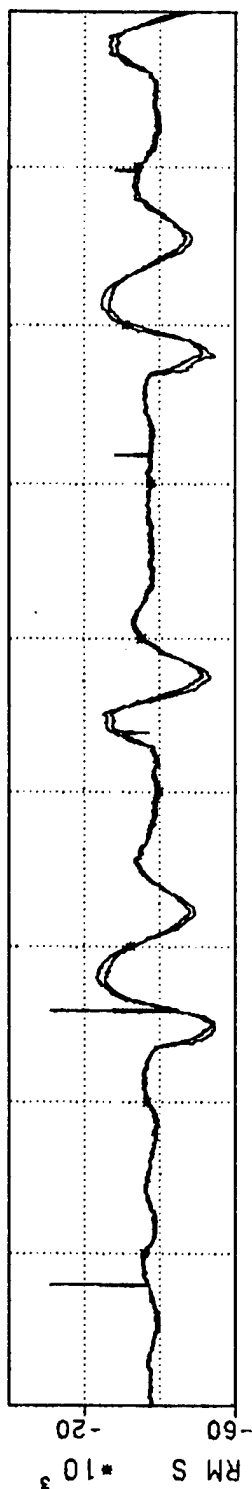
TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 48 PAGE NO. 3

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

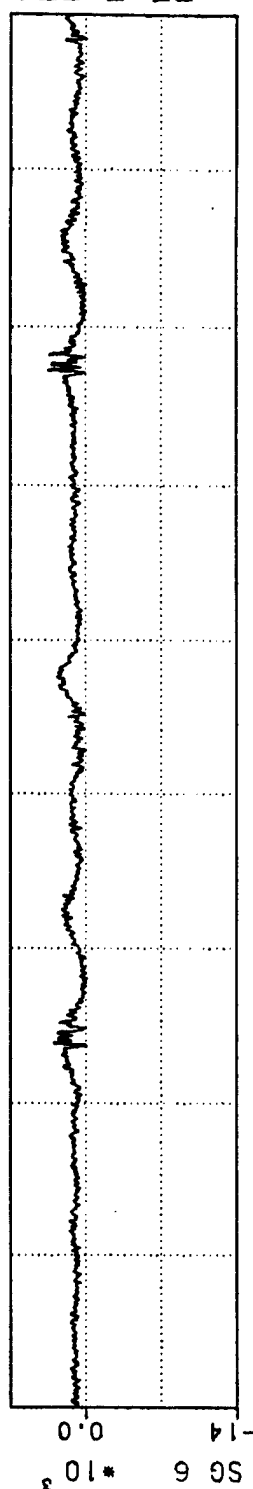
20 KNOTS : DOUBLE BUMP : HEAVY WEIGHT



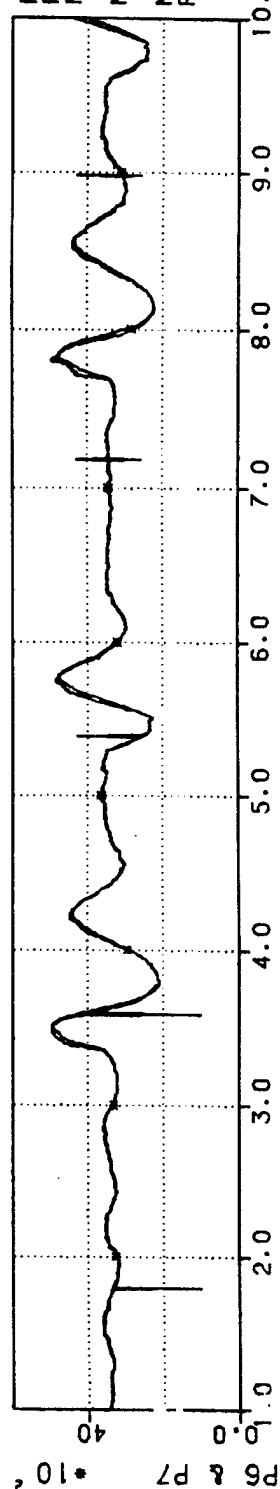
DP 3
FILE 15, CHAN 23
MAX = 7.296
MIN = 3.167
MEAN = 6.721
RMS = 6.727



RM S
FILE 15, CHAN 11
MAX = -2.540 X10⁴
MIN = -5.459 X10⁴
MEAN = -3.759 X10⁴
RMS = 3.793 X10⁴



SG 6
FILE 15, CHAN 12
MAX = 3390.832
MIN = -105.168
MEAN = 1044.818
RMS = 1148.913



P6 & P7
FILE 15, CHAN 18
MAX = 4928.970
MIN = 1536.476
MEAN = 3398.260
RMS = 3437.844

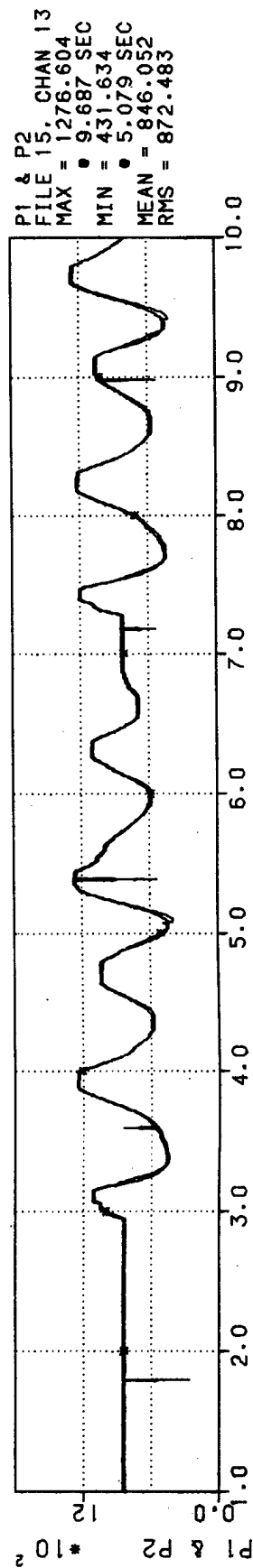
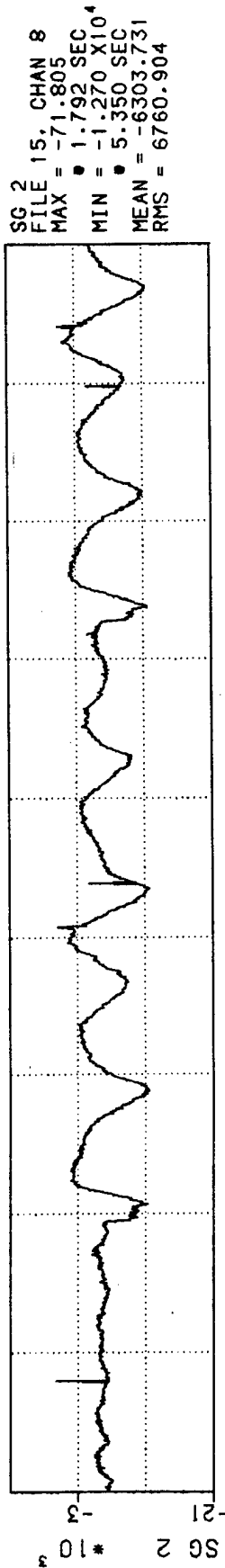
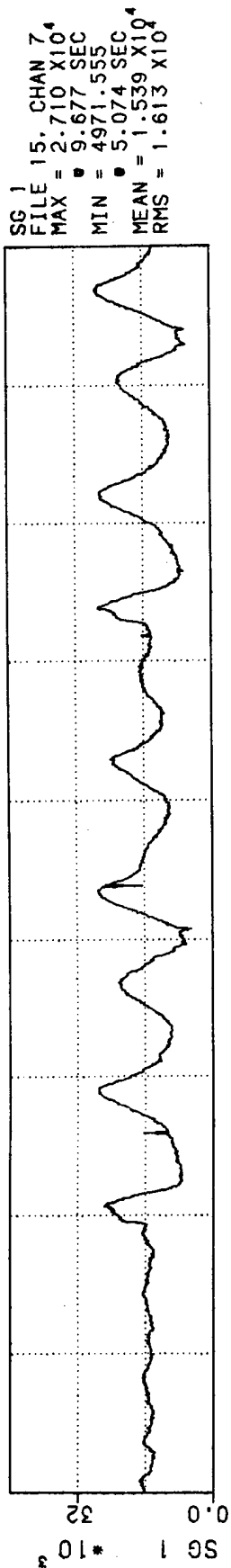
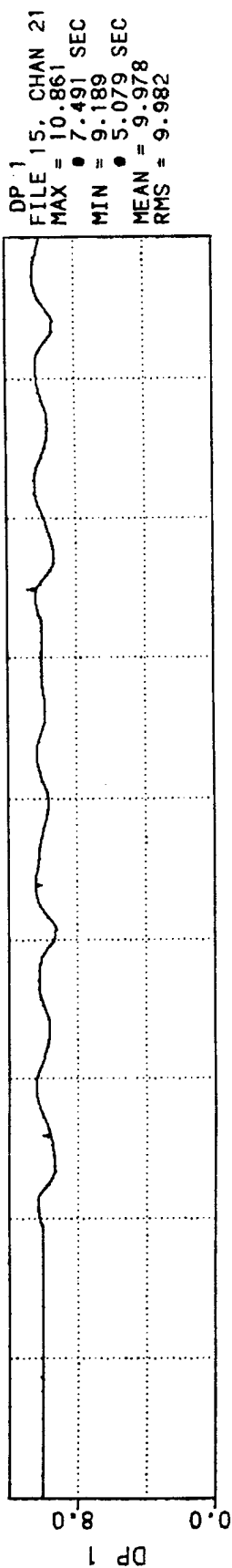
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 48

PAGE NO. 4

A-7D HAVE BOUNCE TEST: WHITEMAN AFB 20 KNOTS : DOUBLE BUMP : HEAVY WEIGHT

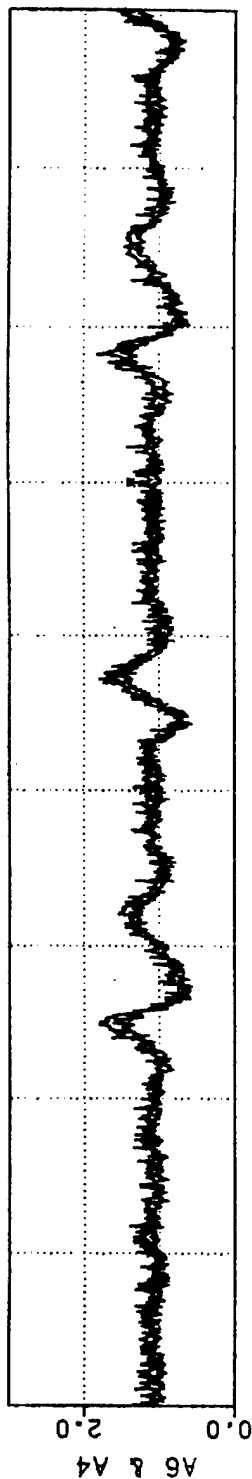


TIME - SECONDS

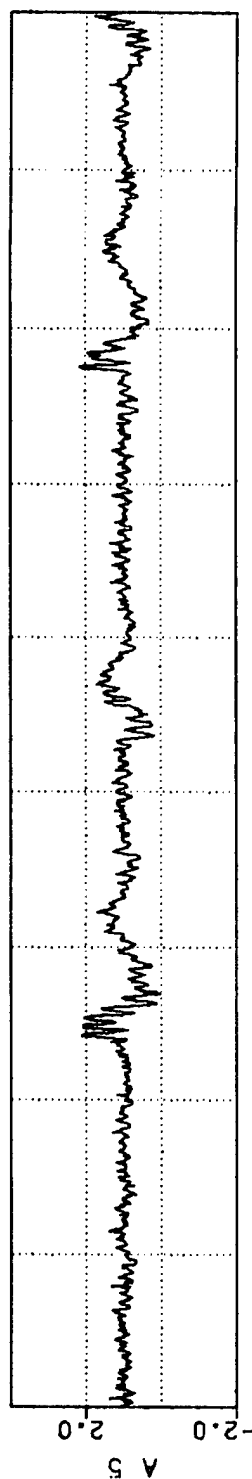
DELTA T (MSEC) = 5.120

RUN NO. 48 PAGE NO. 5

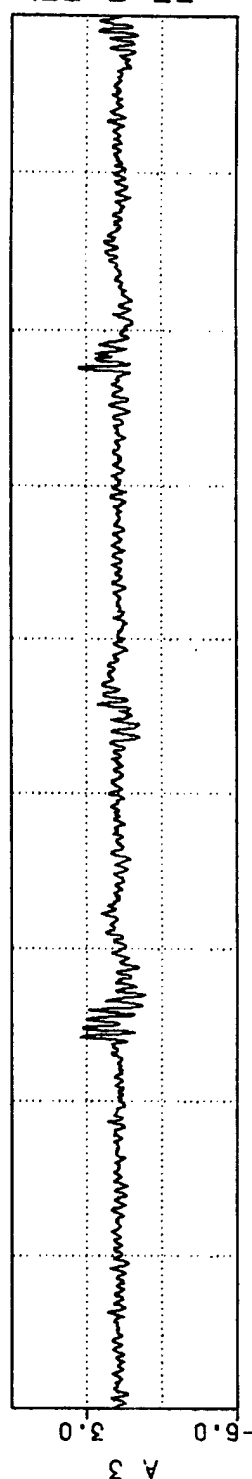
A-7D HAVE BOUNCE TEST: WHITEMAN AFB 20 KNOTS : DOUBLE BUMP : HEAVY WEIGHT



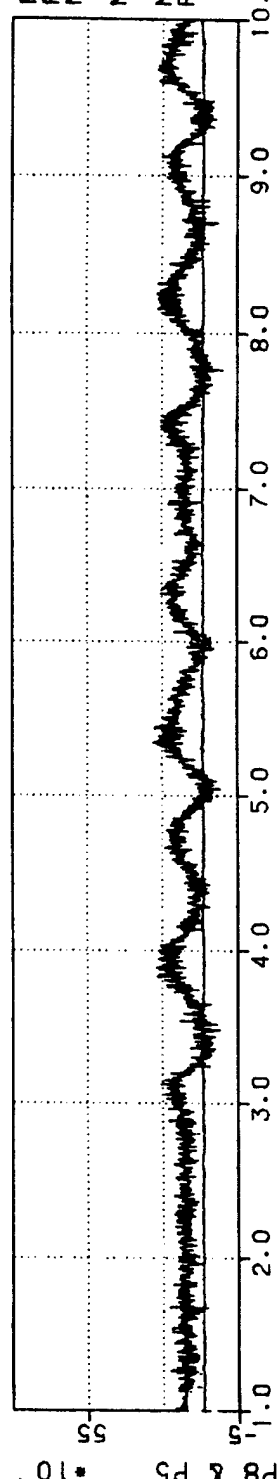
A6 & A4
FILE 15, CHAN 6
MAX = 1.668
MIN = 0.558 SEC
MEAN = 1.035
RMS = 1.047



A 5
FILE 15, CHAN 5
MAX = 2.148
MIN = -7.484 X10⁻³
MEAN = 0.970
RMS = 1.004



A 3
FILE 15, CHAN 3
MAX = 3.461
MIN = -0.538
MEAN = 1.082
RMS = 1.158

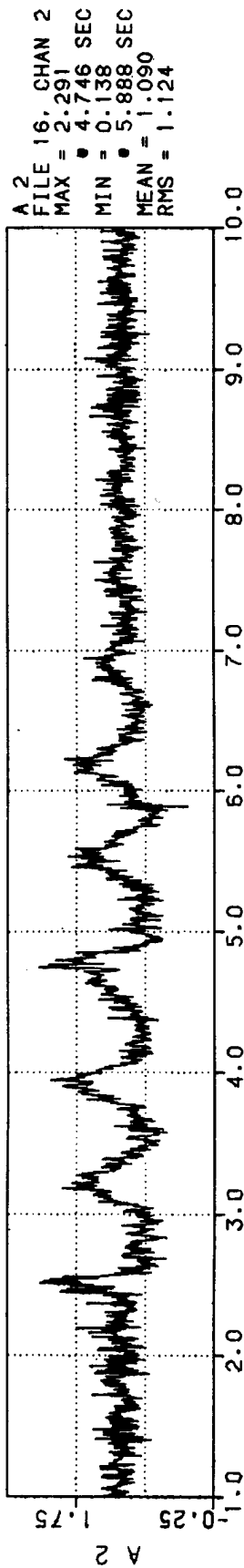
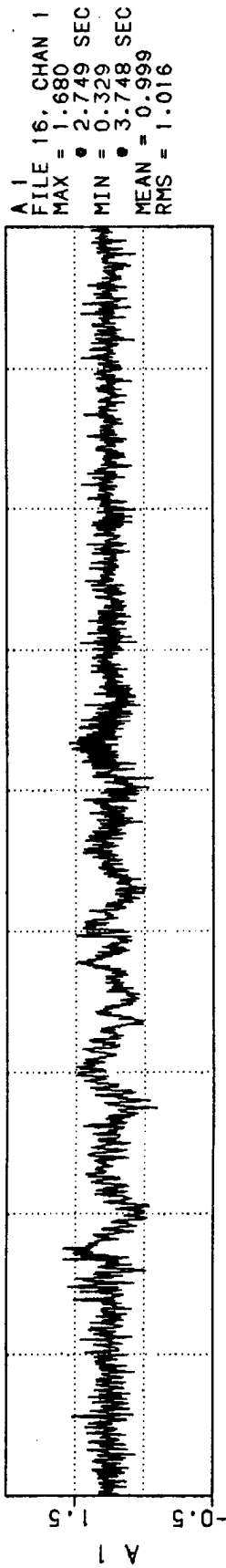
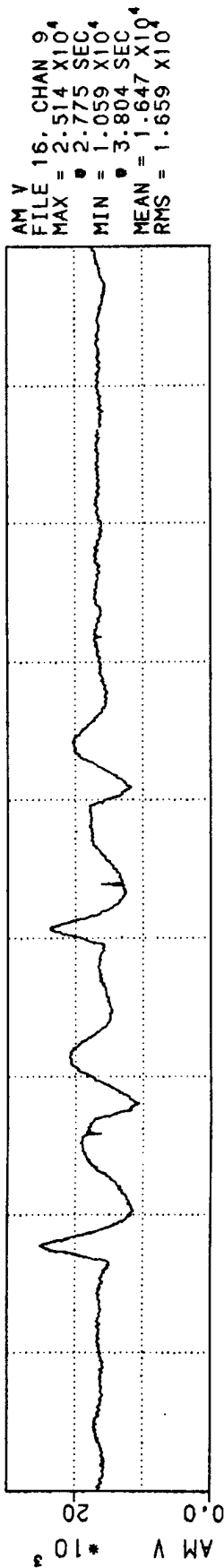
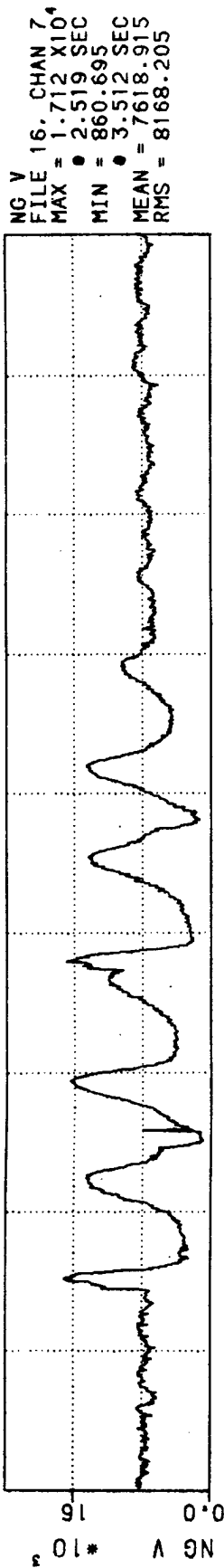


P8 & P5
FILE 15, CHAN 20
MAX = 97.539
MIN = 82.902 SEC
MEAN = 88.760
RMS = 88.783

TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 48 PAGE NO. 6

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

40 KNOTS : DOUBLE BUMP : HEAVY WEIGHT : 185 PSI NOSE TIRES



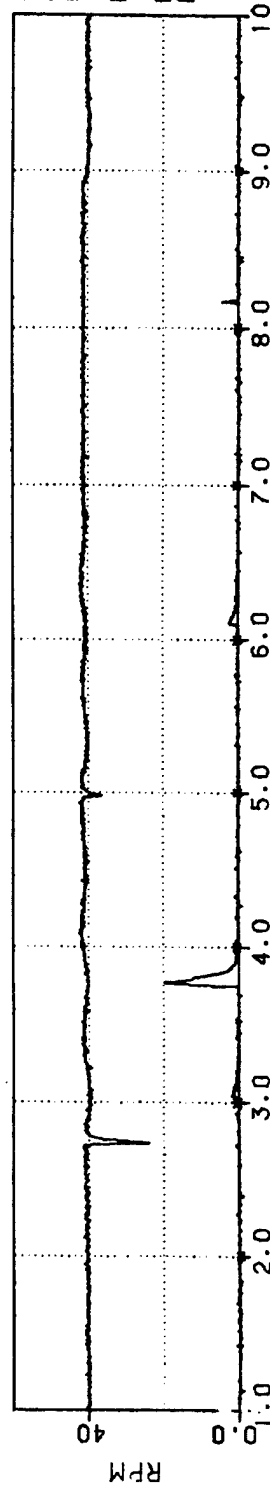
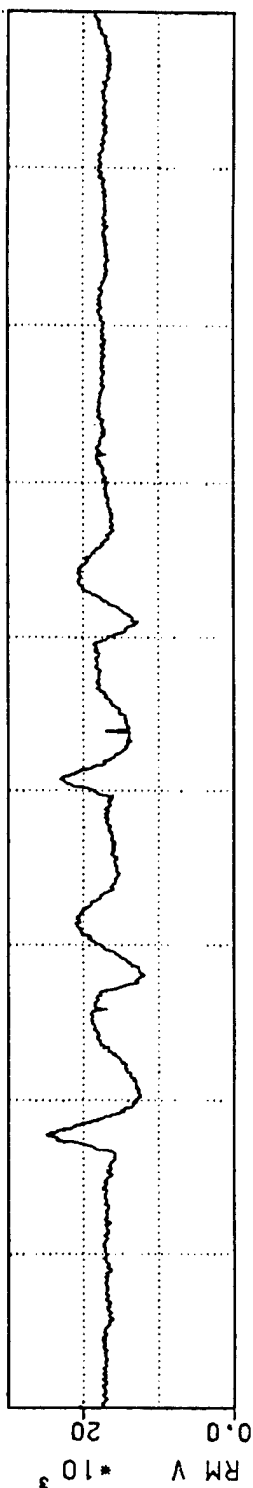
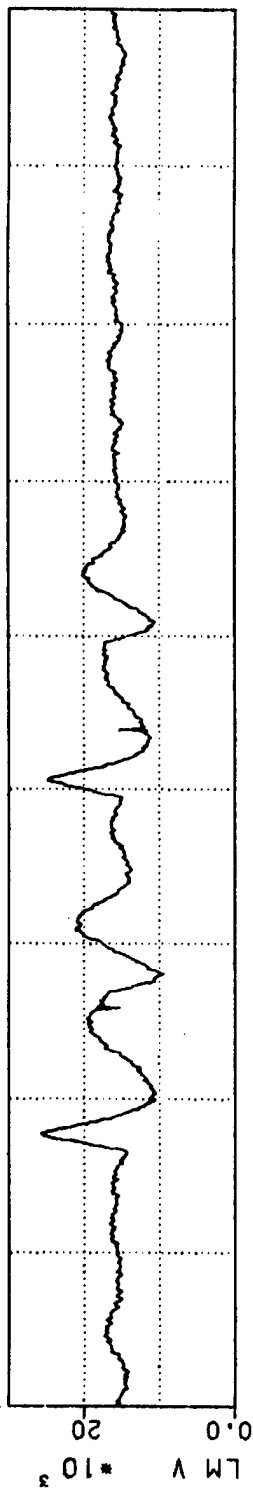
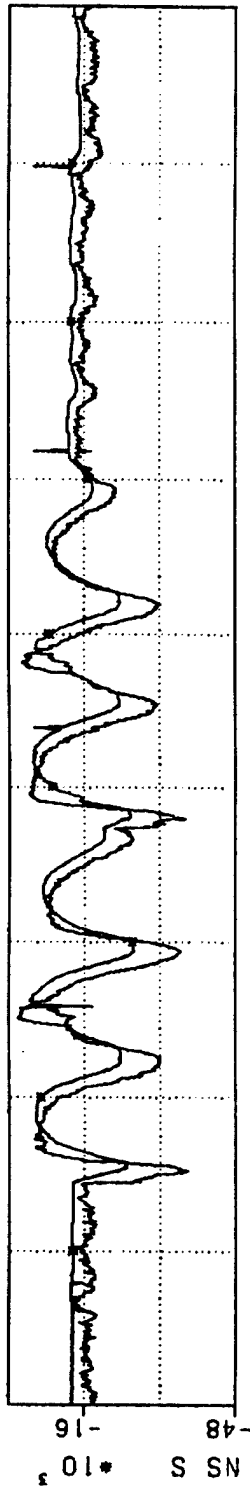
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 49 PAGE NO. 1

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

40 KNOTS : DOUBLE BUMP : HEAVY WEIGHT : 185 PSI NOSE TIRES



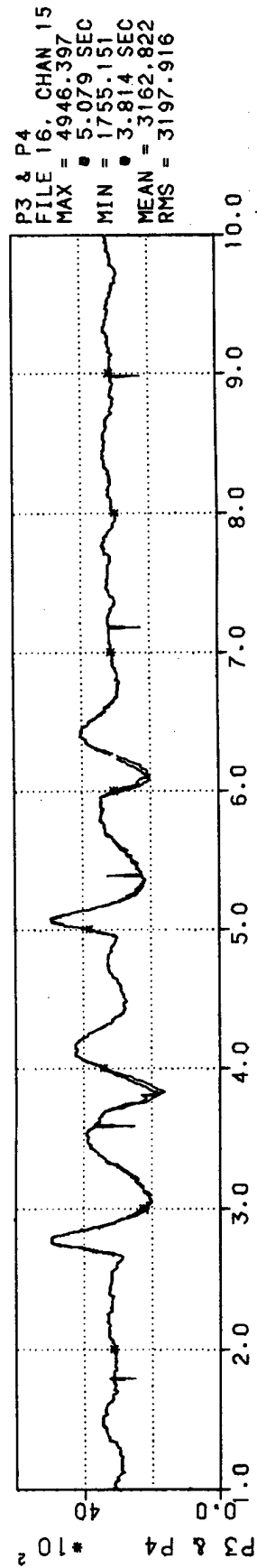
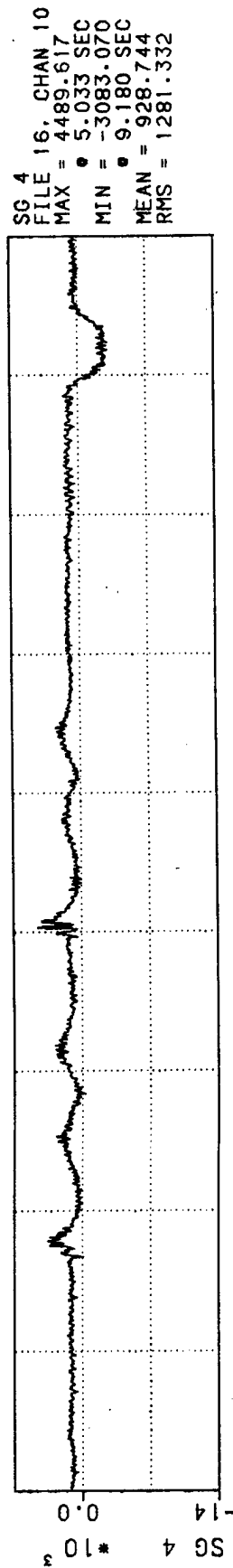
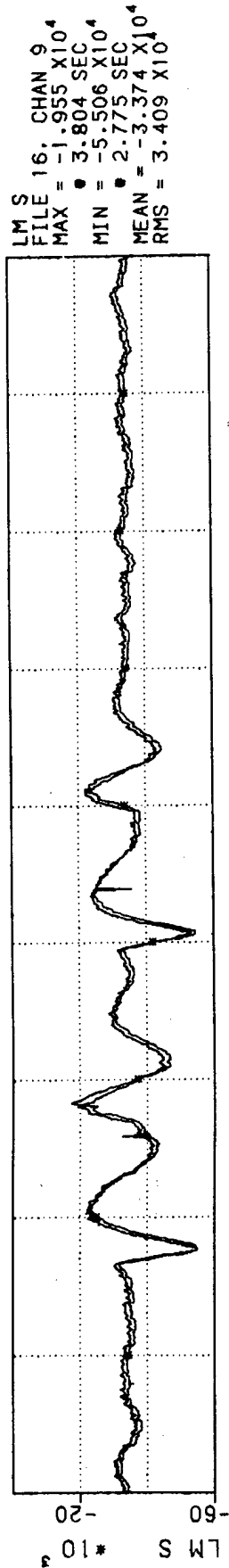
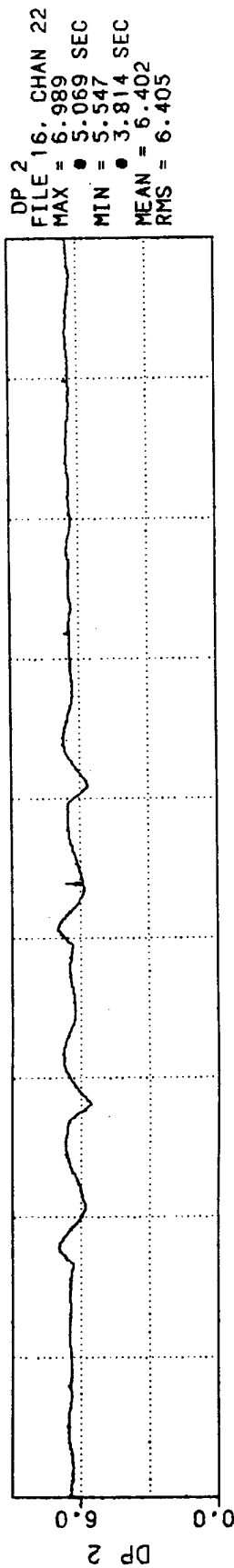
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 49 PAGE NO. 2

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

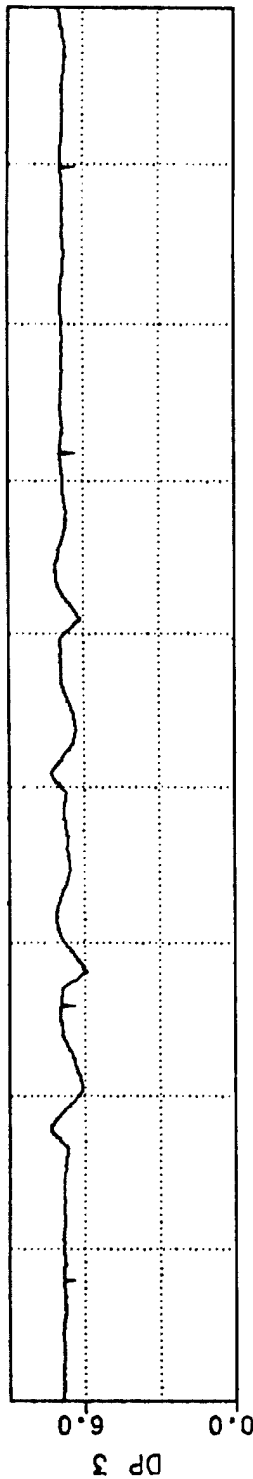
40 KNOTS : DOUBLE BUMP : HEAVY WEIGHT : 185 PSI NOSE TIRES



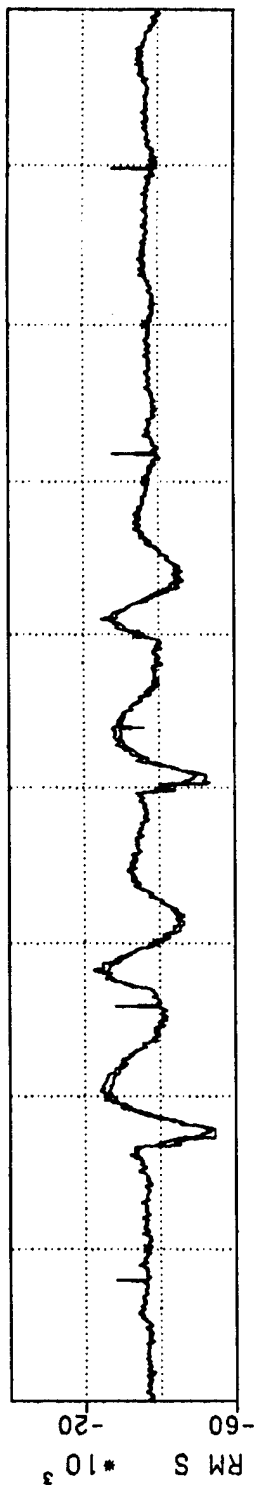
TIME - SECONDS
DELTA T (NSEC) = 5.120
RUN NO. 49 PAGE NO. 3

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

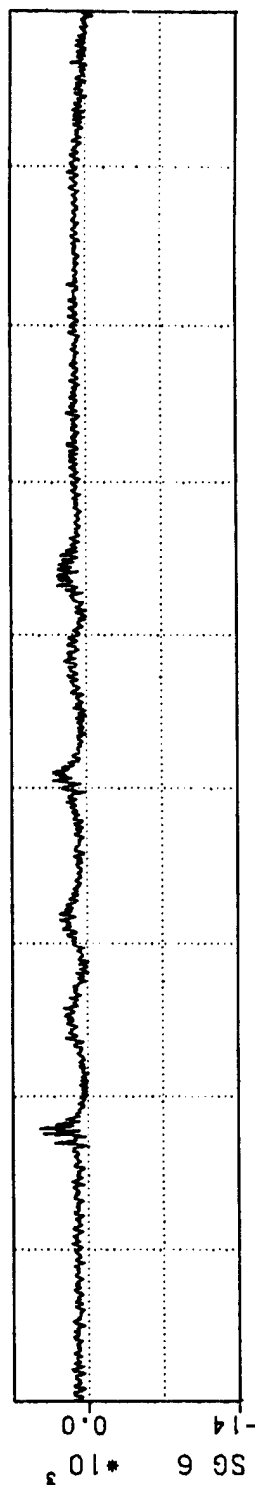
40 KNOTS : DOUBLE BUMP : HEAVY WEIGHT : 185 PSI NOSE TIRES



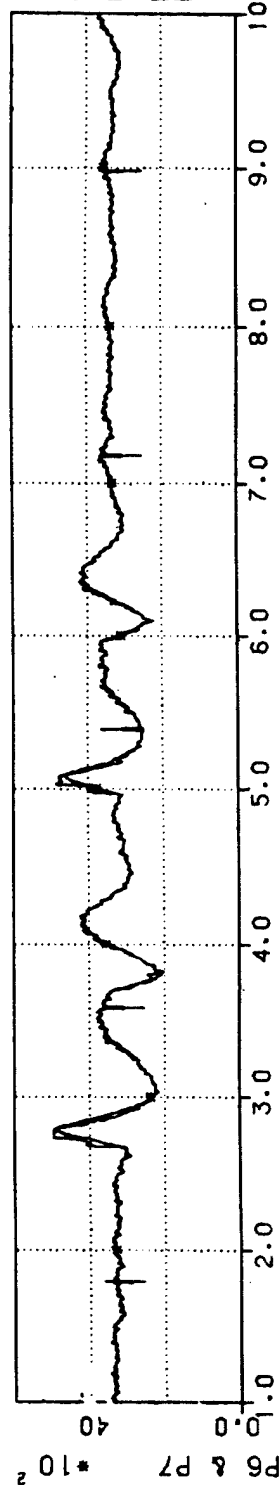
DP 3
FILE 16, CHAN 23
MAX = 7.357
MIN = 2.785 SEC
MEAN = 5.914
RMS = 3.814 SEC
RMS = 6.789
RMS = 6.792



RM S
FILE 16, CHAN 11
MAX = -2.500 X10⁴
MIN = 3.804 SEC
MEAN = -5.358 X10⁴
RMS = 2.775 SEC
RMS = -3.673 X10⁴
RMS = 3.693 X10⁴



SG 6
FILE 16, CHAN 12
MAX = 4422.027
MIN = 2.790 SEC
MEAN = -658.488
RMS = 9.974 SEC
RMS = 971.853
RMS = 1091.228



P6 & P7
FILE 16, CHAN 18
MAX = 4928.970
MIN = 2.790 SEC
MEAN = 2065.525
RMS = 3.809 SEC
RMS = 3303.084
RMS = 3326.686

TIME - SECONDS

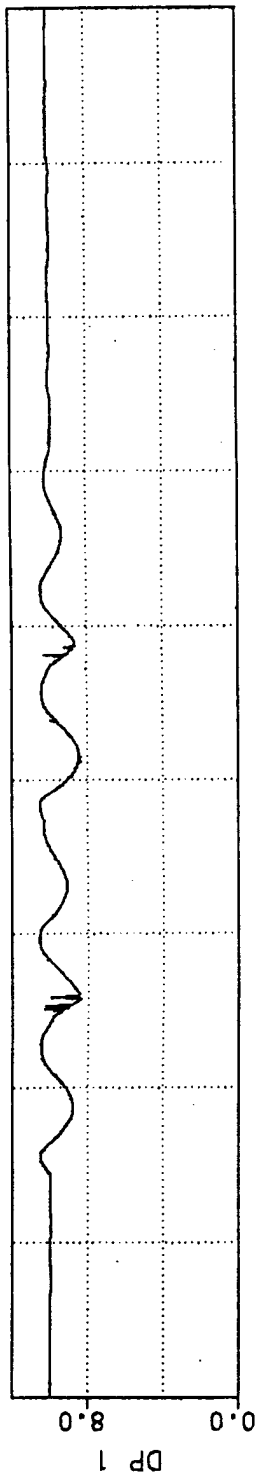
DELTA T (MSEC) = 5.120

RUN NO. 49 PAGE NO. 4

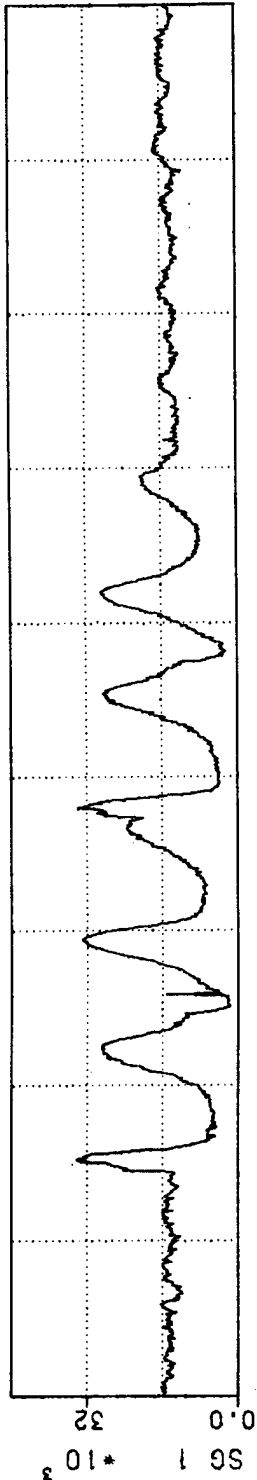
A-7D HAVE BOUNCE TEST: WHITEMAN AFB

40 KNOTS : DOUBLE BUMP : HEAVY WEIGHT : 185 PSI NOSE TIRES

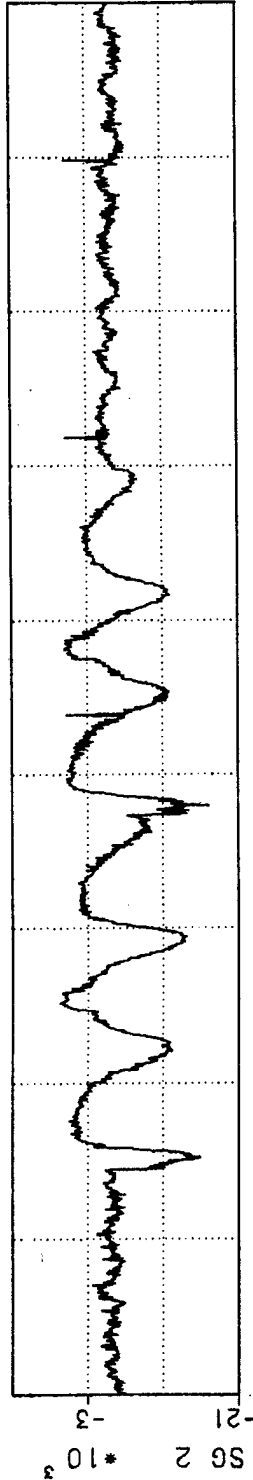
DP 1
FILE 16, CHAN 21
MAX = 10.525
MIN = 8.374
MEAN = 9.838
RMS = 9.849



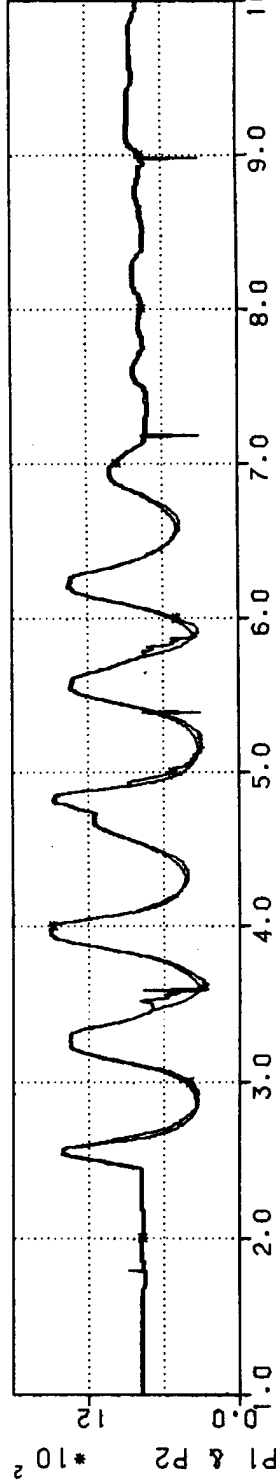
SG 1
FILE 16, CHAN 7
MAX = 3.422 X10⁴
MIN = 2.519 SEC
MEAN = 1.687.383
RMS = 1.564 X10⁴



SG 2
FILE 16, CHAN 8
MAX = 351.469
MIN = -1.750 X10⁴
MEAN = -5901.000
RMS = 6581.485



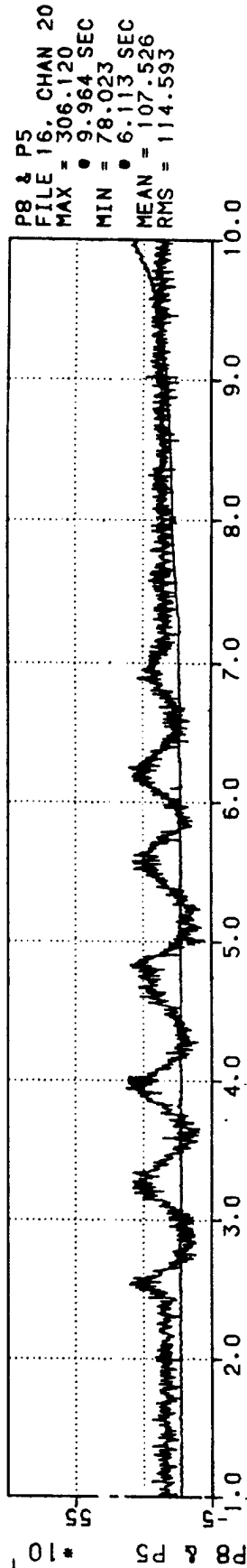
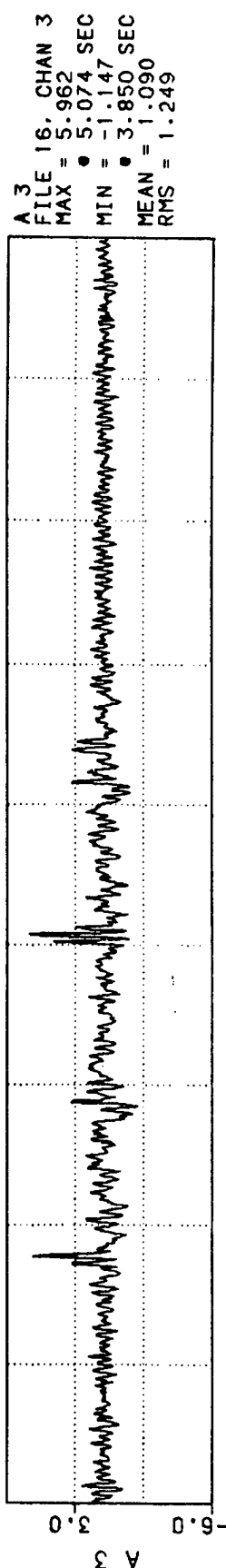
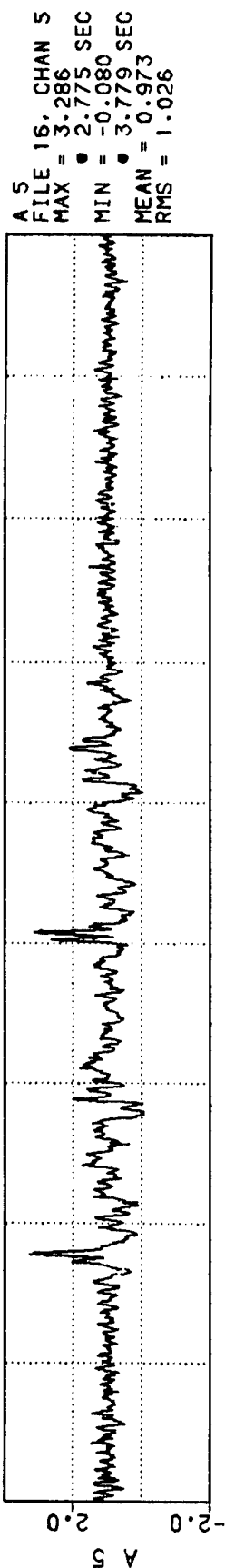
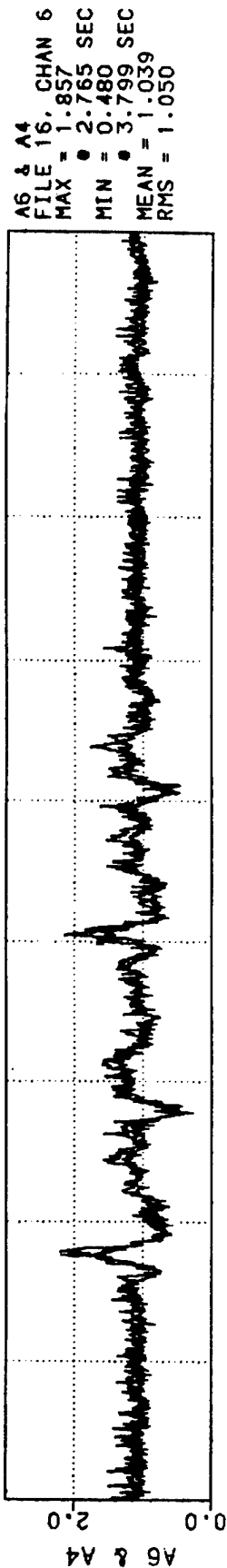
P1 & P2
FILE 16, CHAN 13
MAX = 1512.609
MIN = 320.357
MEAN = 798.313
RMS = 839.322



TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 49 PAGE NO. 5

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

40 KNOTS : DOUBLE BUMP : HEAVY WEIGHT : 185 PSI NOSE TIRES

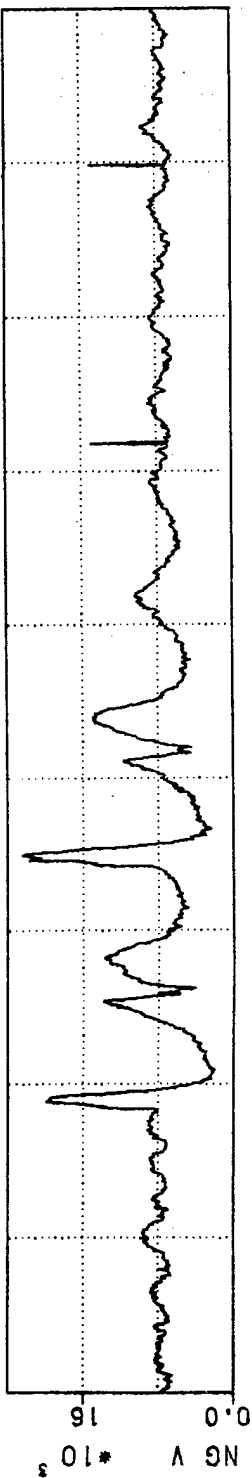


TIME - SECONDS
RUN NO. 49
PAGE NO. 6
DELTA T (MSEC) = 5.120

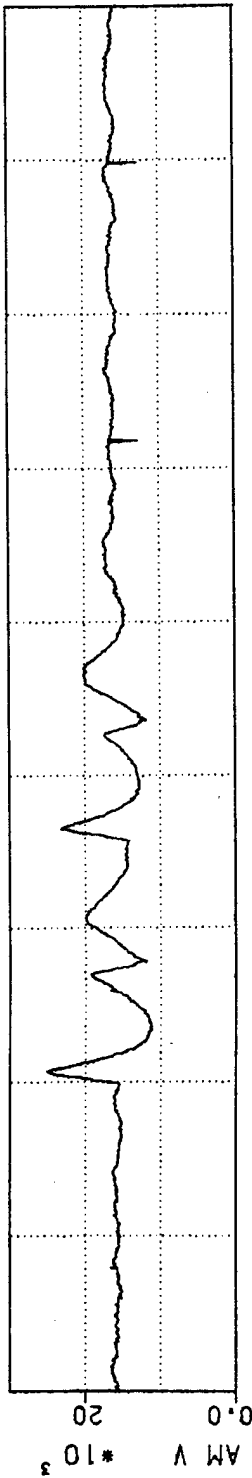
A-7D HAVE BOUNCE TEST: WHITEMAN AFB

60 KNOTS : DOUBLE BUMP : HEAVY WEIGHT : 185 PSI NOSE TIRES

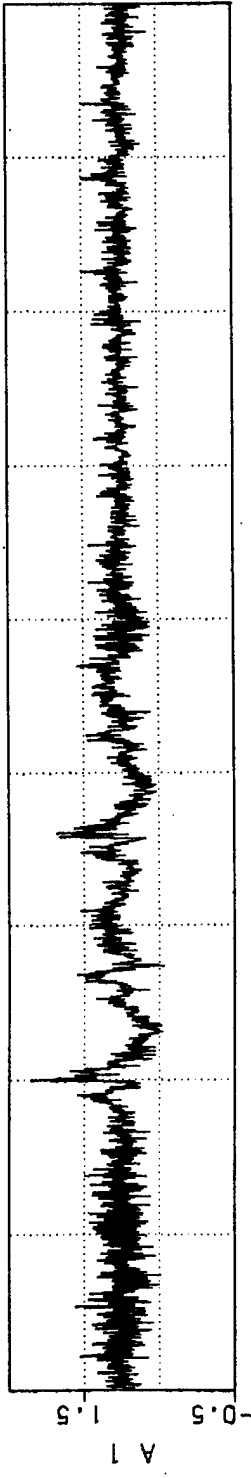
NG V
FILE 17, CHAN 7
MAX = 2.236 X10⁴
MIN = 4.495 SEC
MEAN = 2024.937
RMS = 3.098 SEC
RMS = 7717.509
RMS = 8127.161



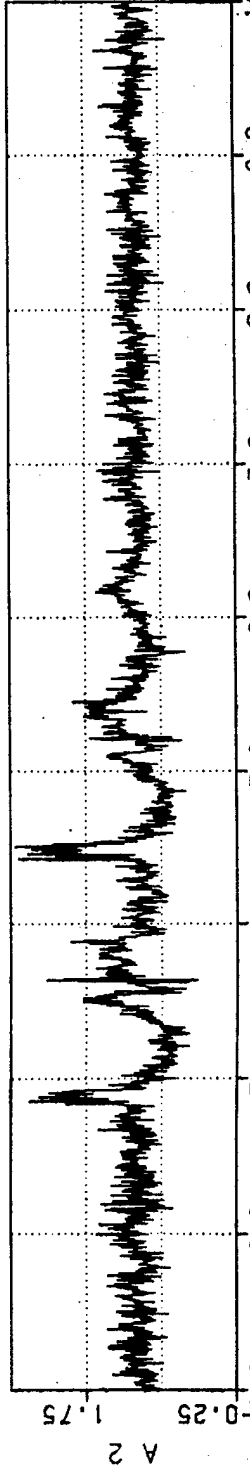
AM V
FILE 17, CHAN 9
MAX = 2.509 X10⁴
MIN = 3.067 SEC
MEAN = 1.127 X10⁴
RMS = 3.364 SEC
RMS = 1.610 X10⁴
RMS = 1.619 X10⁴



A 1
FILE 17, CHAN 1
MAX = 2.212
MIN = 3.000 SEC
MEAN = 0.442 SEC
RMS = 3.732 SEC
RMS = 1.008
RMS = 1.026



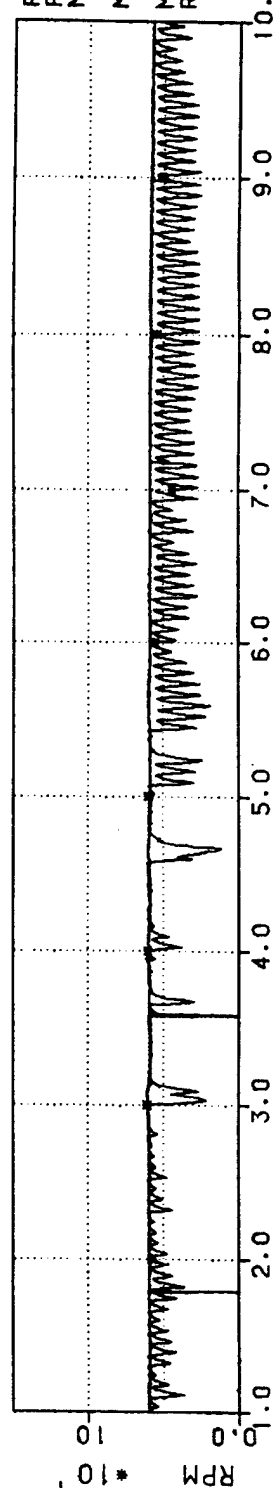
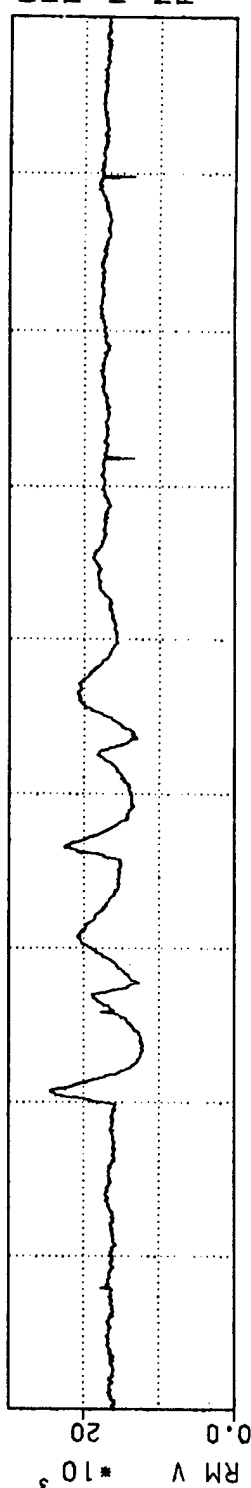
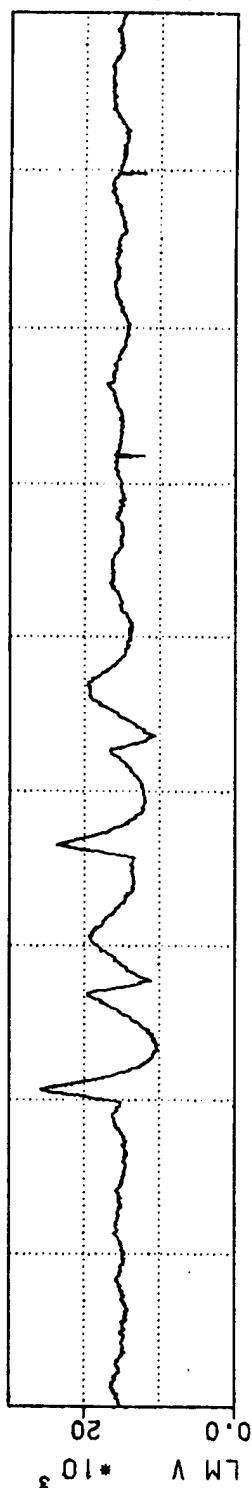
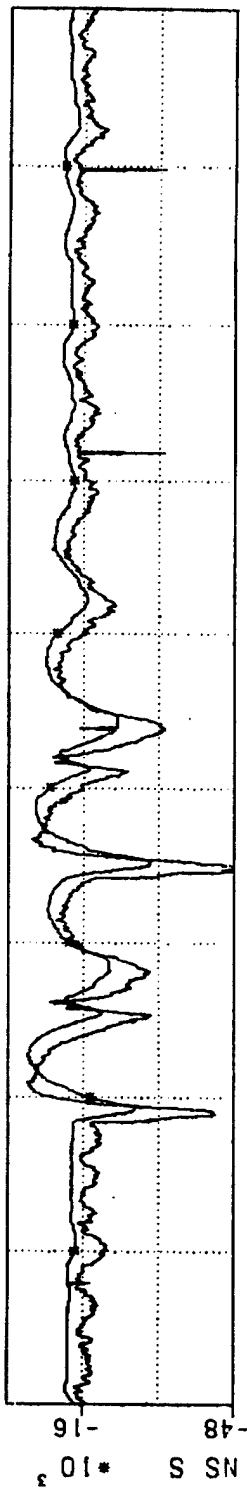
A 2
FILE 17, CHAN 2
MAX = 2.672
MIN = 4.506 SEC
MEAN = 0.277 SEC
RMS = 3.635 SEC
RMS = 1.092
RMS = 1.122



TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 50 PAGE NO. 1

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

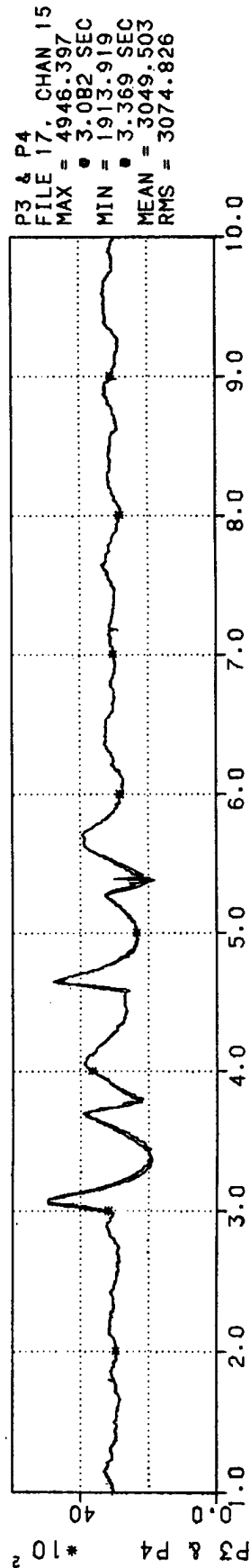
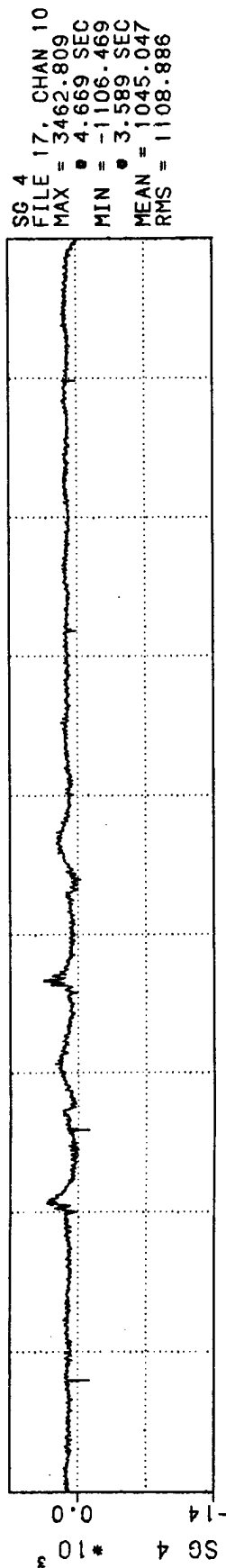
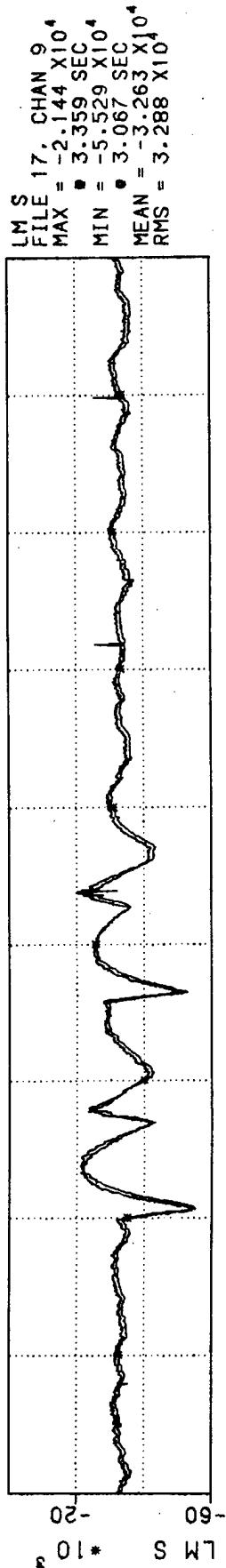
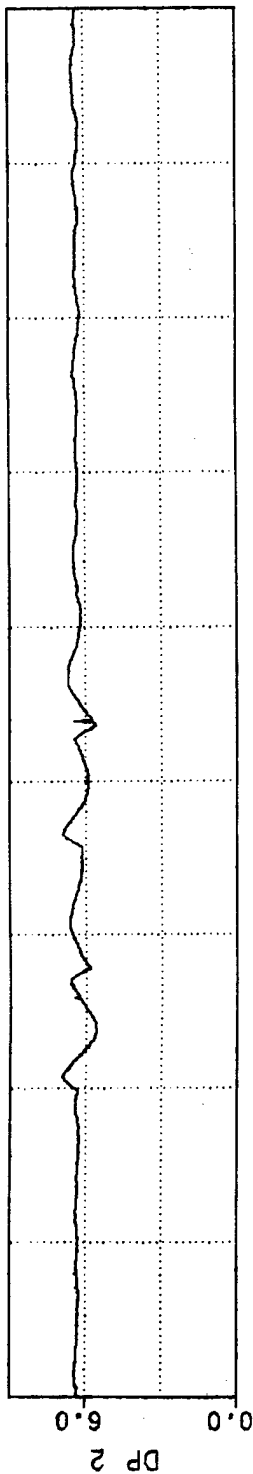
60 KNOTS : DOUBLE BUMP : HEAVY WEIGHT : 185 PSI NOSE TIRES



TIME - SECONDS
RUN NO. 50
PAGE NO. 2
DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

60 KNOTS : DOUBLE BUMP : HEAVY WEIGHT : 185 PSI NOSE TIRES



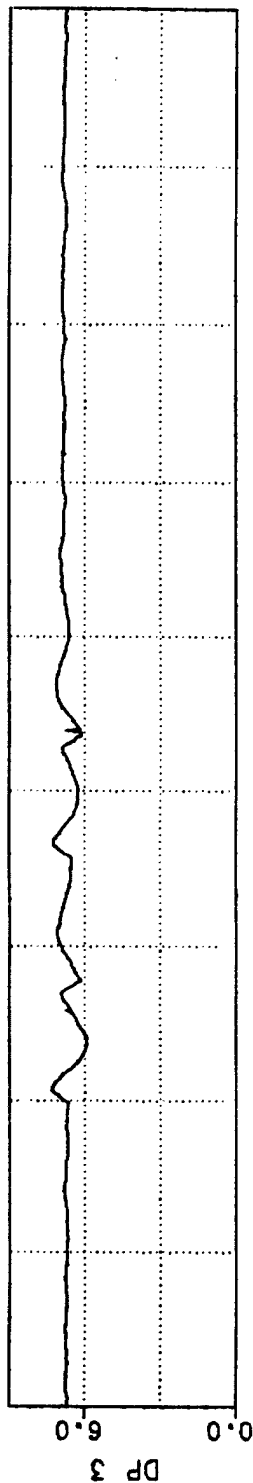
TIME - SECONDS

DELTA T (MSEC) = 5.120

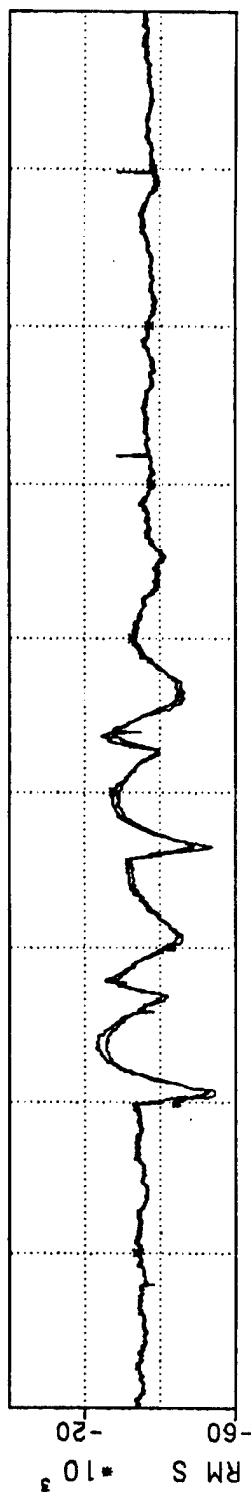
RUN NO. 50 PAGE NO. 3

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

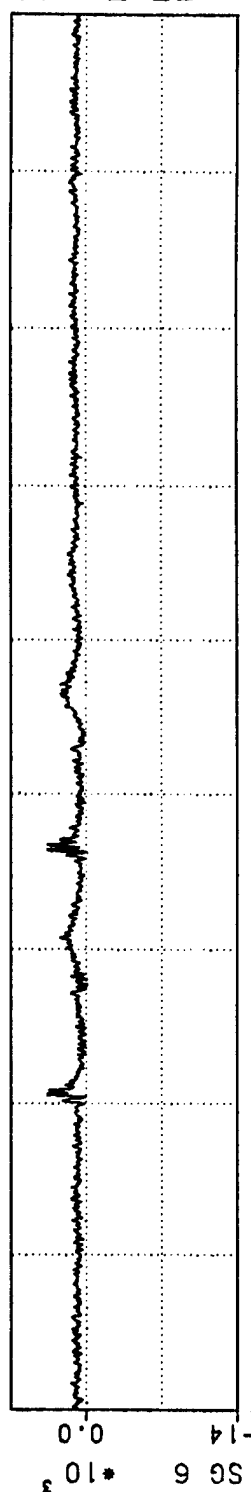
60 KNOTS : DOUBLE BUMP : HEAVY WEIGHT : 185 PSI NOSE TIRES



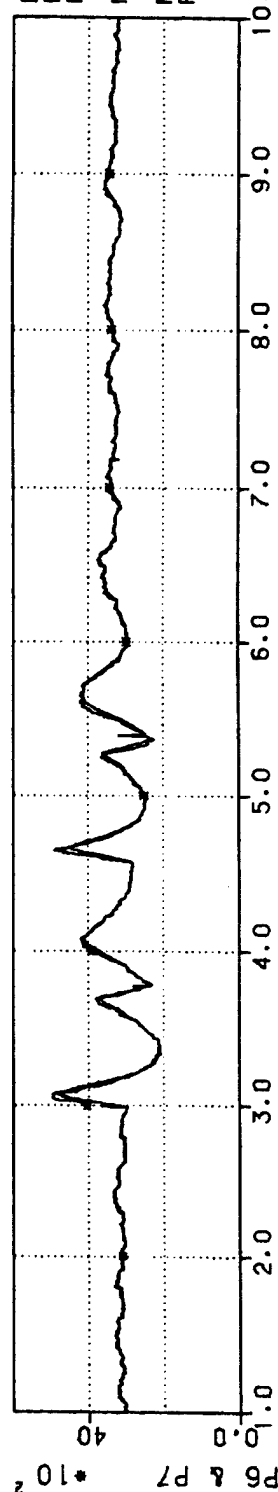
DP 3
FILE 17, CHAN 23
MAX = 7.318
MIN = 3.082 SEC
MEAN = 5.924
RMS = 3.395 SEC
RMS = 6.756



RM S
FILE 17, CHAN 11
MAX = -2.561 X10⁴
MIN = 3.379 SEC
MEAN = -5.313 X10⁴
RMS = 3.072 SEC
RMS = -3.616 X10⁴
RMS = 3.635 X10⁴



SG 6
FILE 17, CHAN 12
MAX = 3642.344
MIN = 4.644 SEC
MEAN = -130.316
RMS = 3.804 SEC
RMS = 935.028
RMS = 1013.232



P6 & P7
FILE 17, CHAN 18
MAX = 4819.260
MIN = 3.077 SEC
MEAN = 2093.562
RMS = 3.384 SEC
RMS = 3237.223
RMS = 3259.416

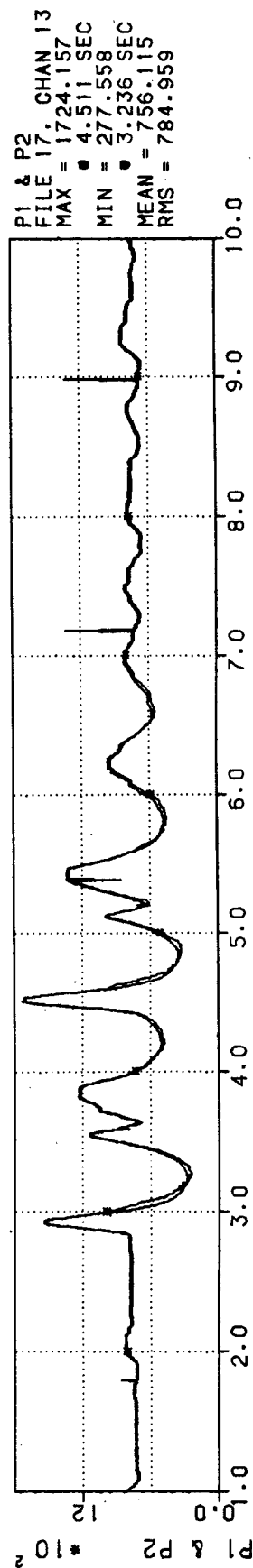
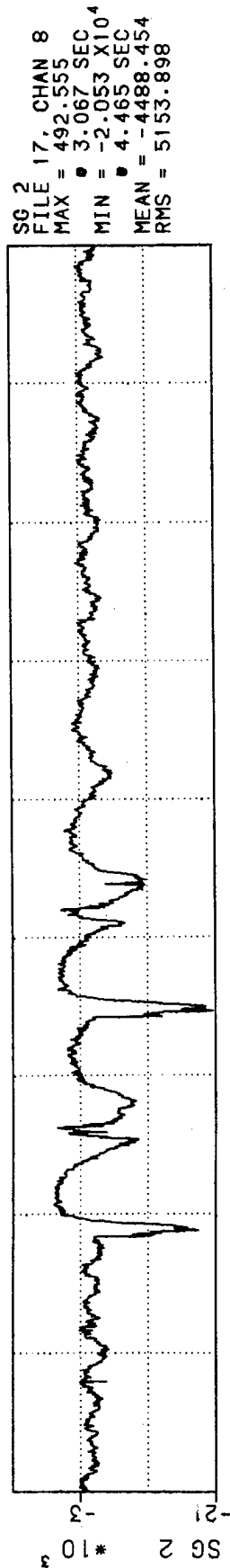
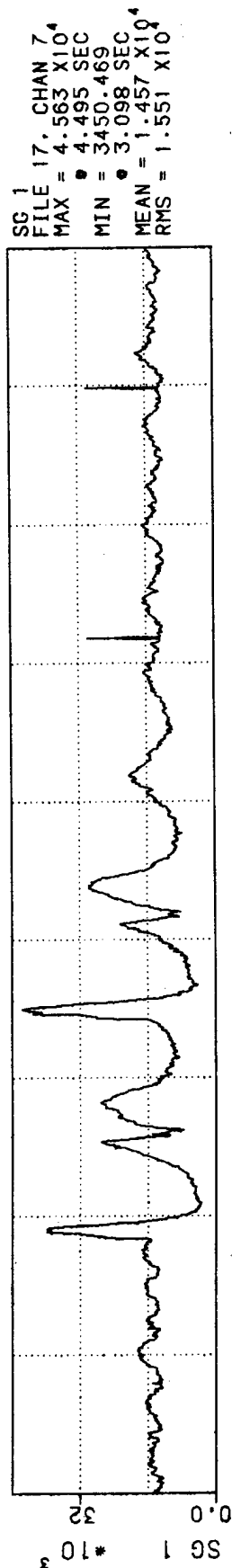
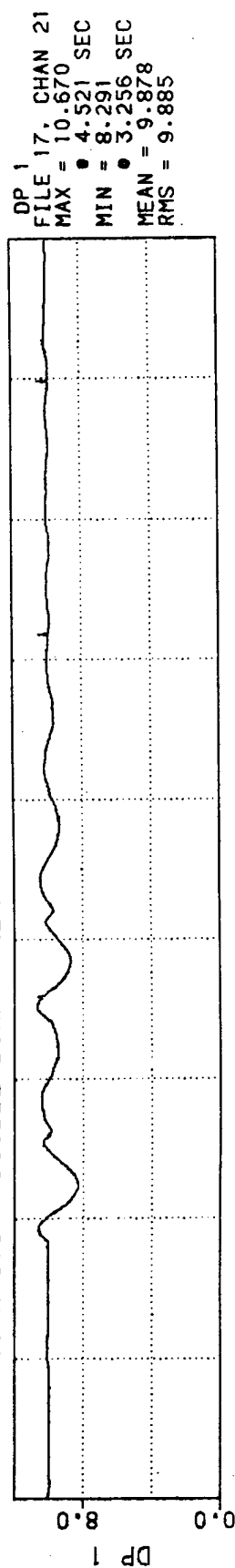
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 50 PAGE NO. 4

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

60 KNOTS : DOUBLE BUMP : HEAVY WEIGHT : 185 PSI NOSE TIRES



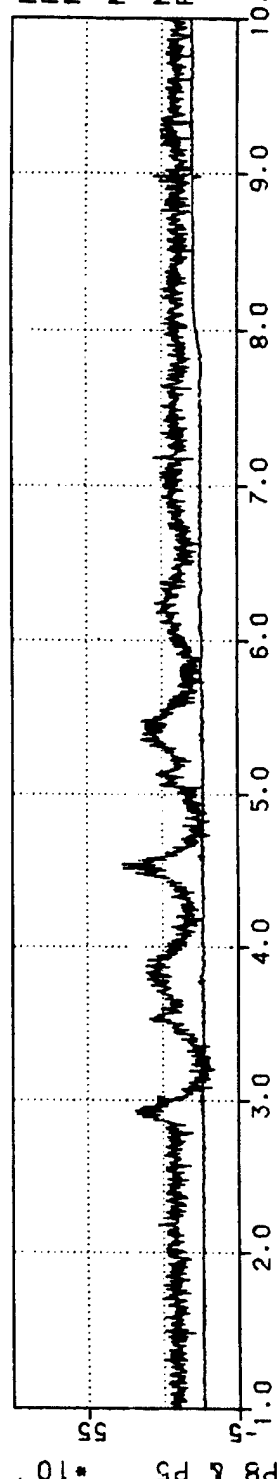
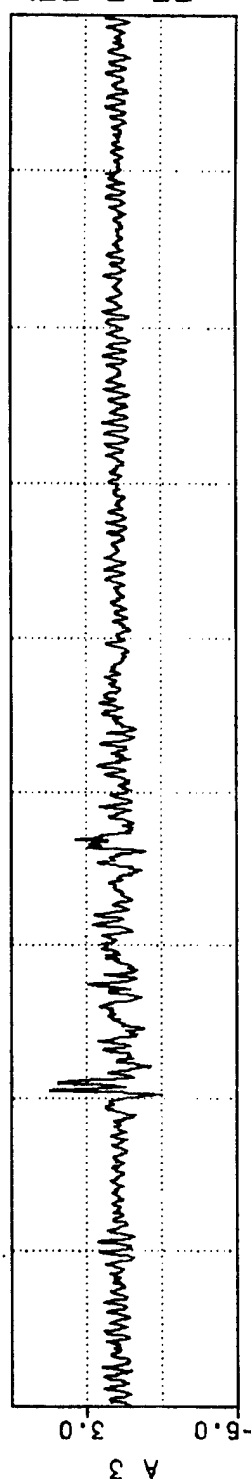
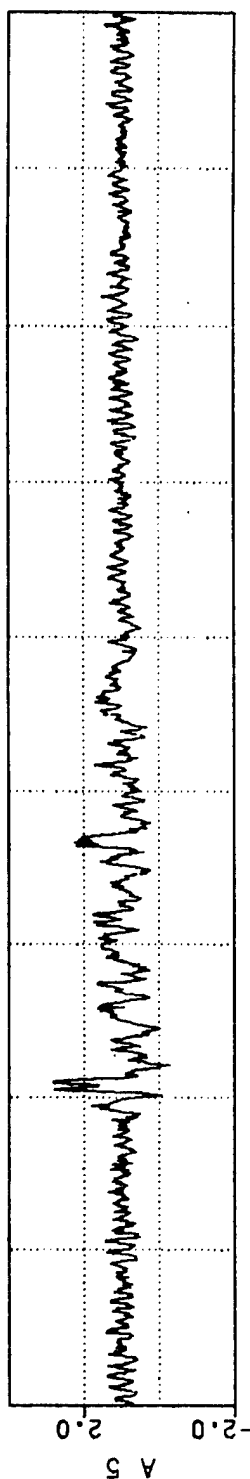
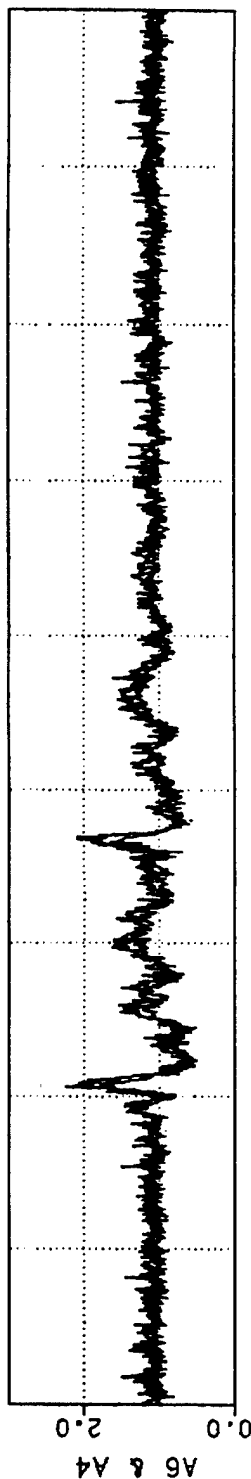
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 50 PAGE NO. 5

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

60 KNOTS : DOUBLE BUMP : HEAVY WEIGHT : 185 PSI NOSE TIRES



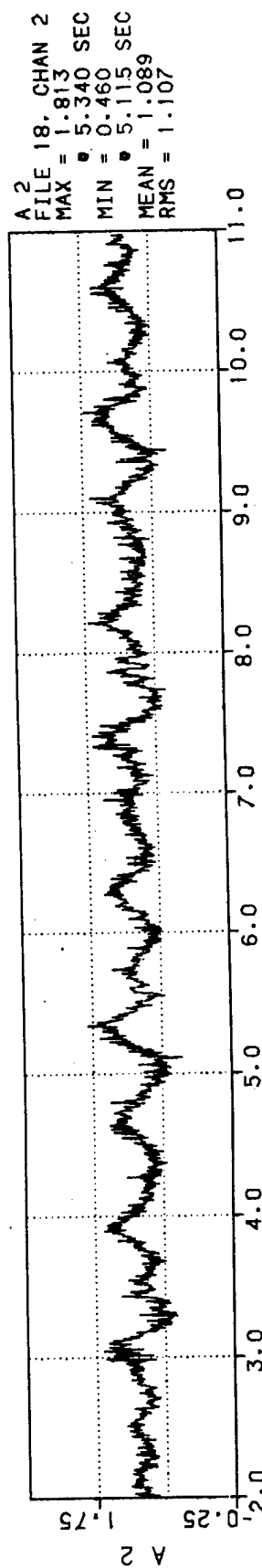
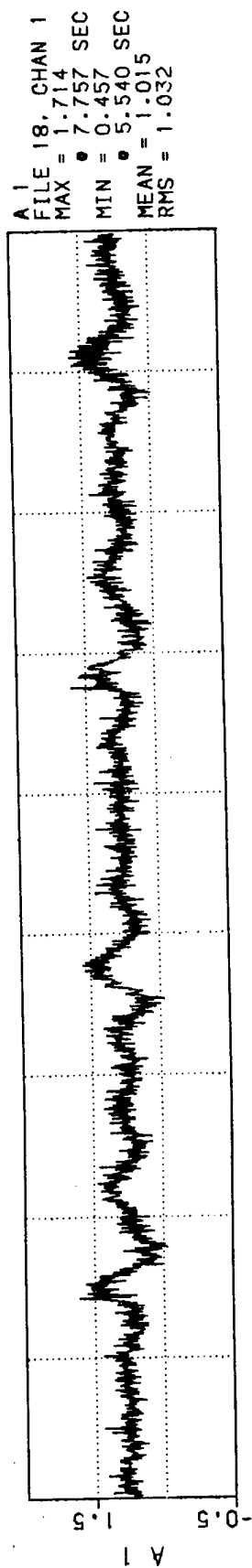
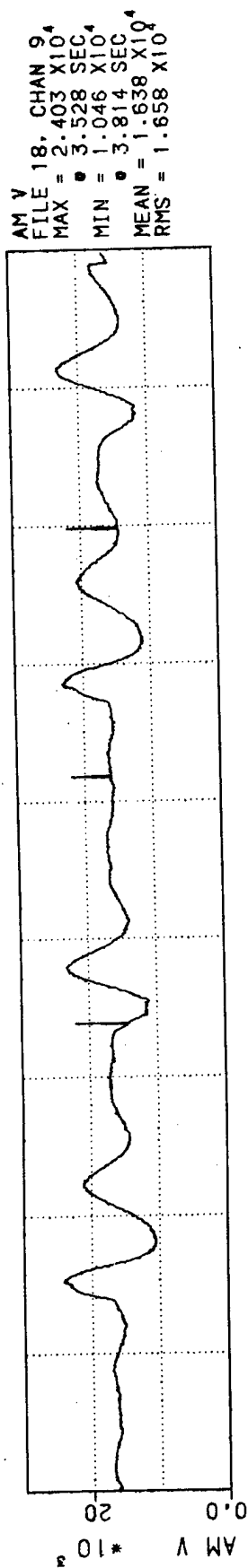
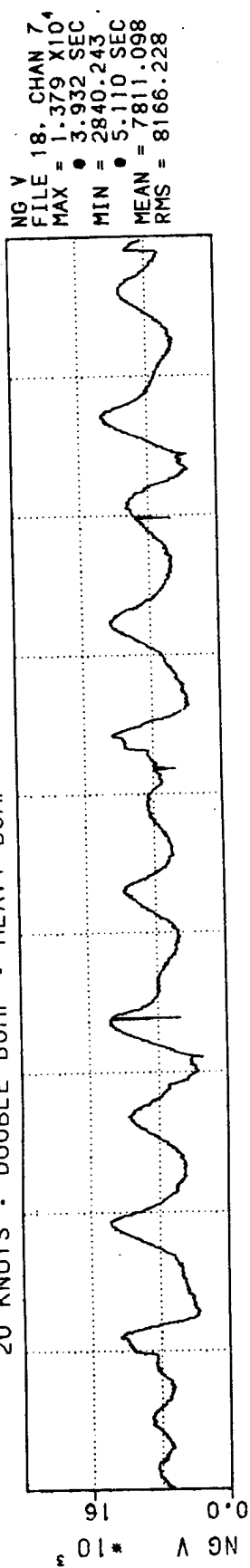
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 50 PAGE NO. 6

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

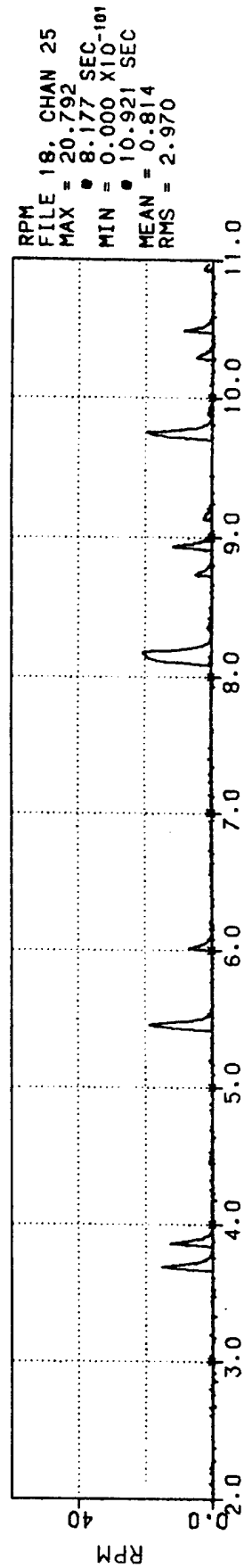
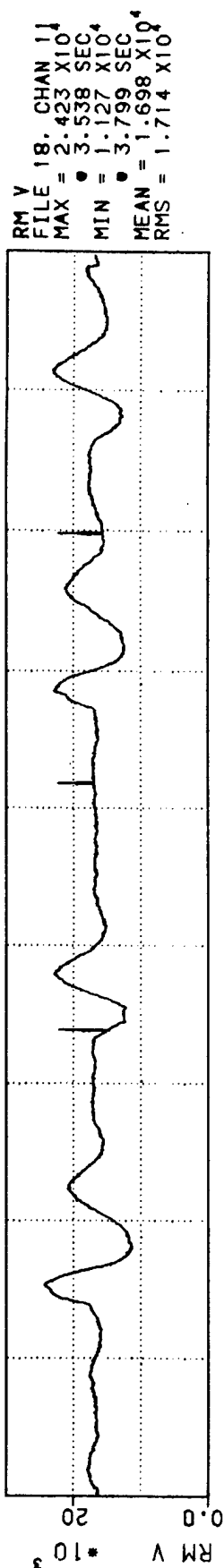
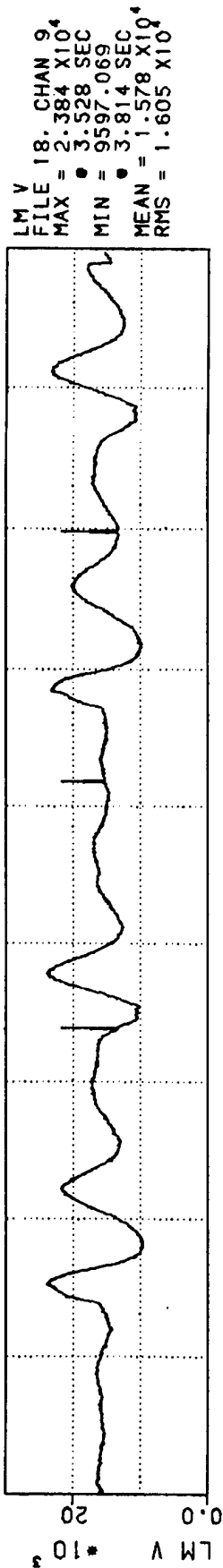
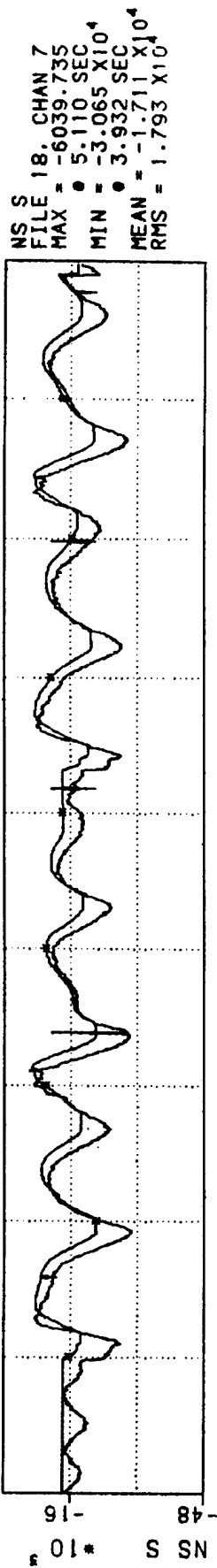
20 KNOTS : DOUBLE BUMP : HEAVY BUMP



TIME - SECONDS
RUN NO. 51
PAGE NO. 1
DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

20 KNOTS : DOUBLE BUMP : HEAVY BUMP



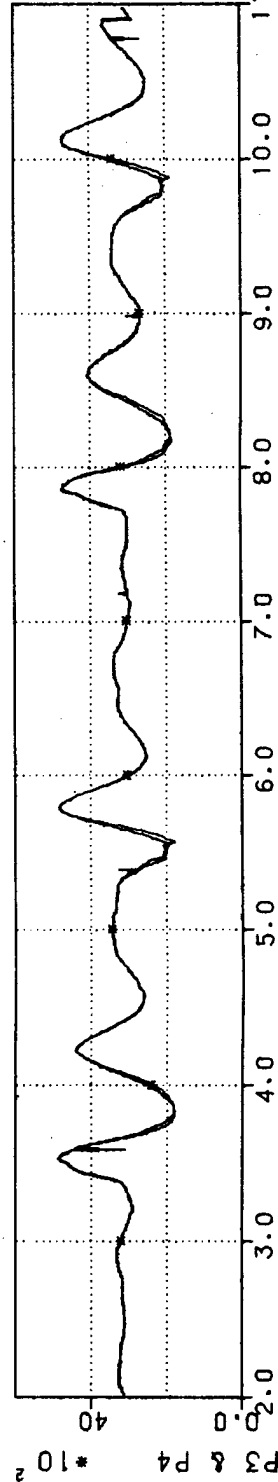
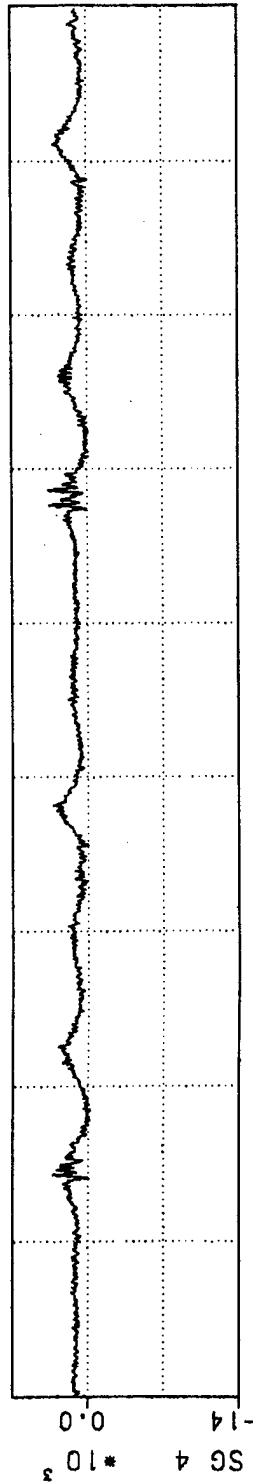
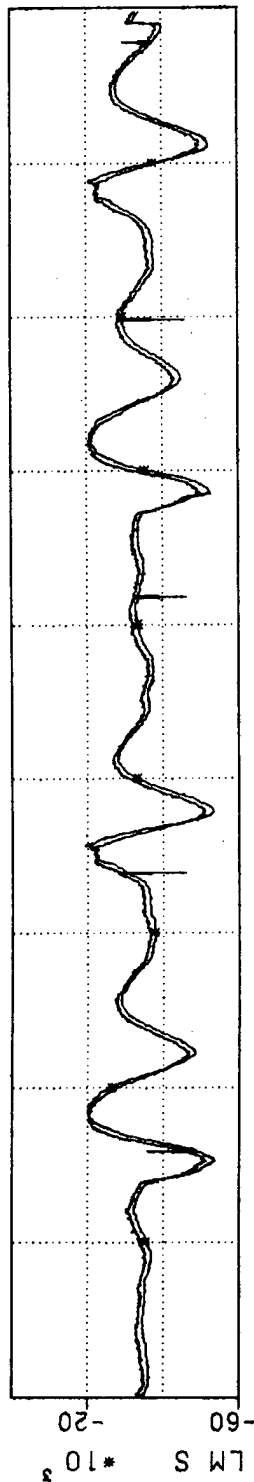
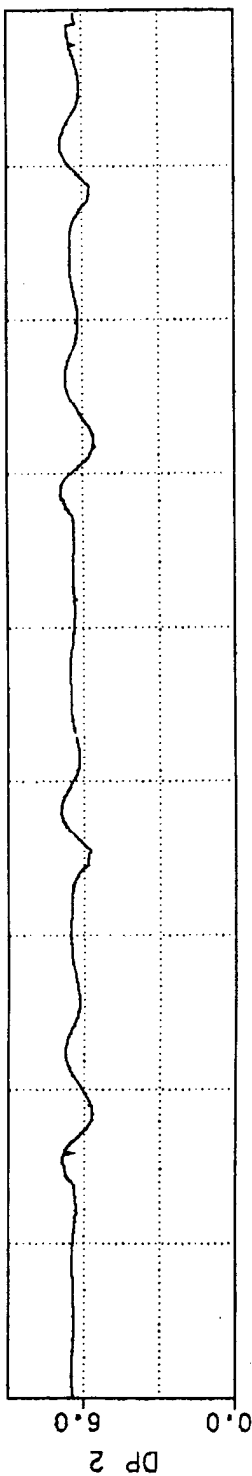
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 51 PAGE NO. 2

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

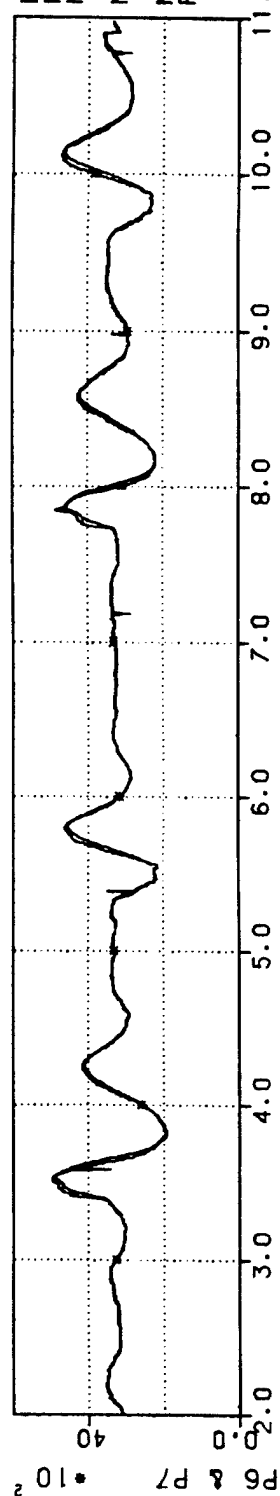
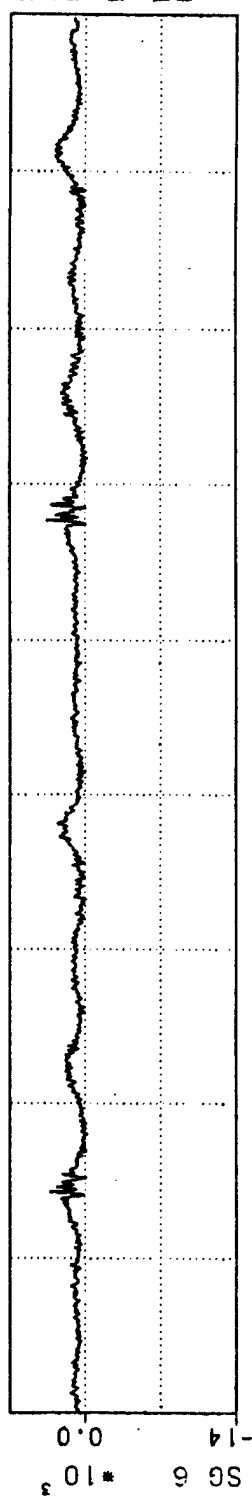
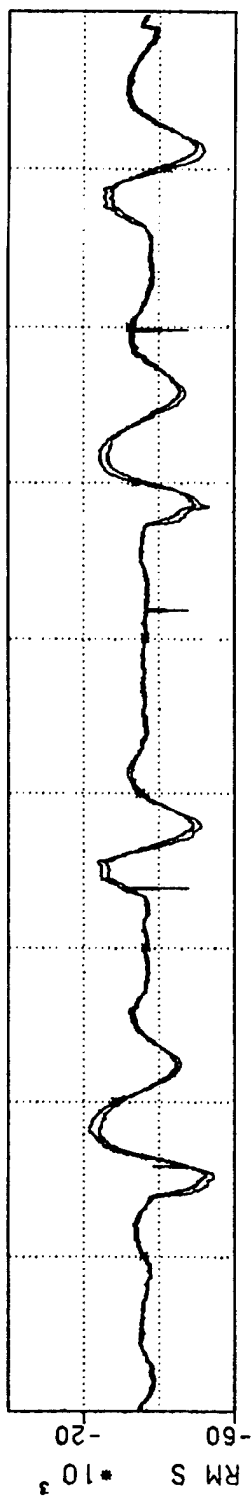
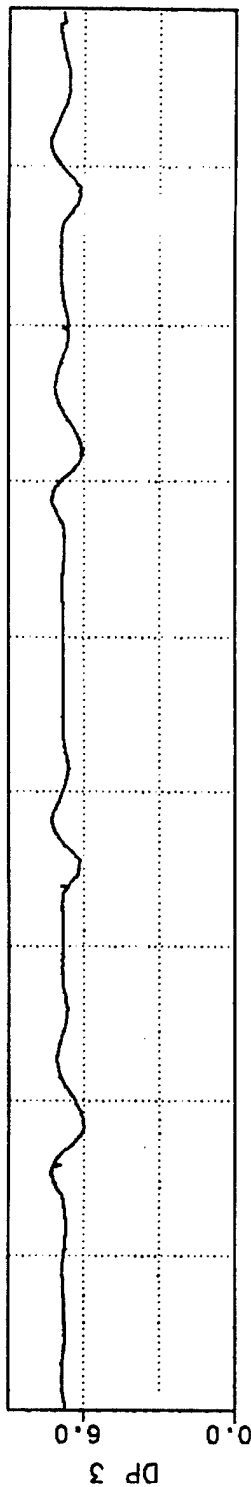
20 KNOTS : DOUBLE BUMP : HEAVY BUMP



TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 51 PAGE NO. 3

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

20 KNOTS : DOUBLE BUMP : HEAVY BUMP



TIME - SECONDS

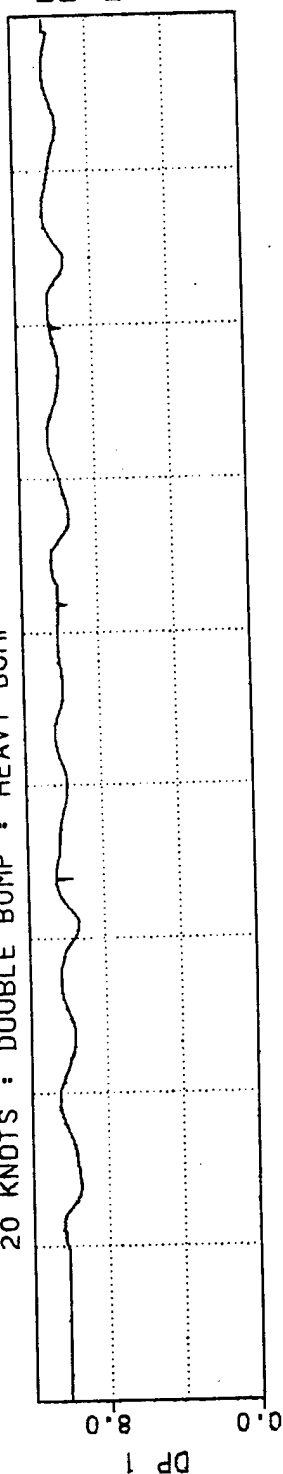
DELTA T (MSEC) = 5.120

RUN NO. 51 PAGE NO. 4

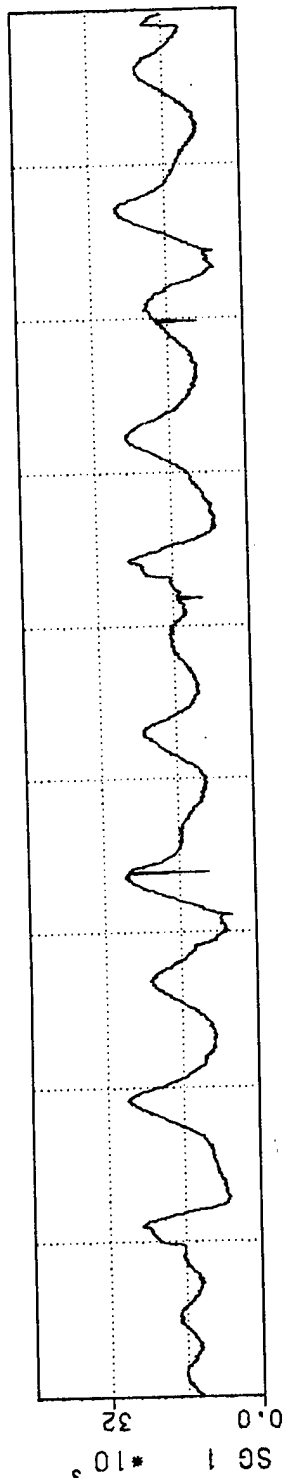
A-7D HAVE BOUNCE TEST: WHITEMAN AFB

20 KNOTS : DOUBLE BUMP : HEAVY BUMP

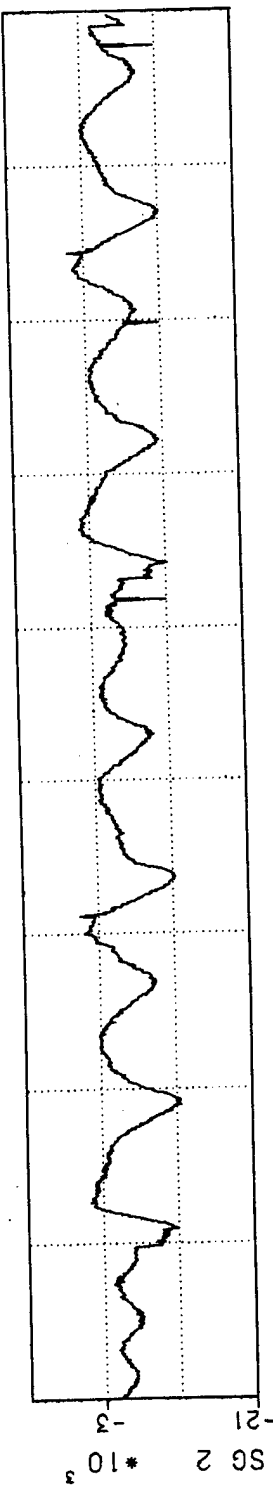
DP 1
FILE 18, CHAN 21
MAX = 10.489
• 3.937 SEC
MIN = 9.344
• 5.115 SEC
MEAN = 10.072
RMS = 10.076



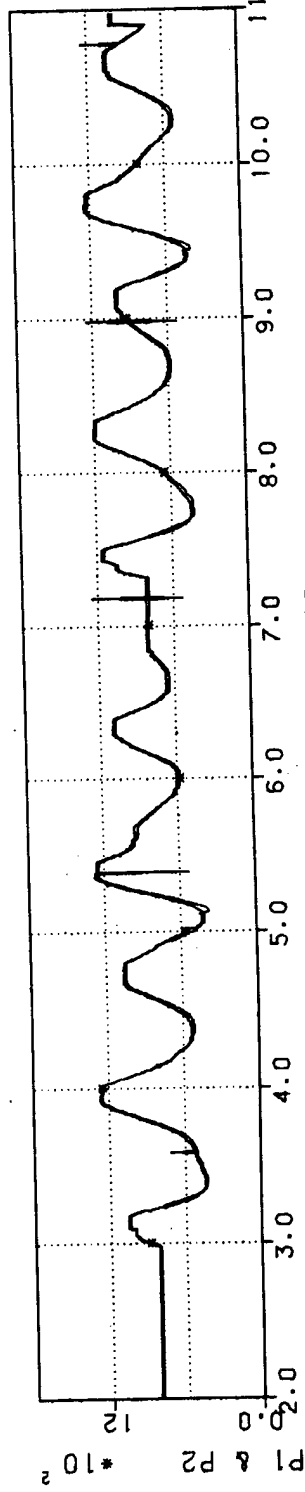
SG 1
FILE 18, CHAN 7
MAX = 2.765 X10⁴
• 3.932 SEC
MIN = 5006.133
• 5.110 SEC
MEAN = 1.506 X10⁴
RMS = 1.586 X10⁴



SG 2
FILE 18, CHAN 8
MAX = -706.711
• 5.115 SEC
MIN = -1.249 X10⁴
• 3.922 SEC
MEAN = -6013.163
RMS = 6511.344



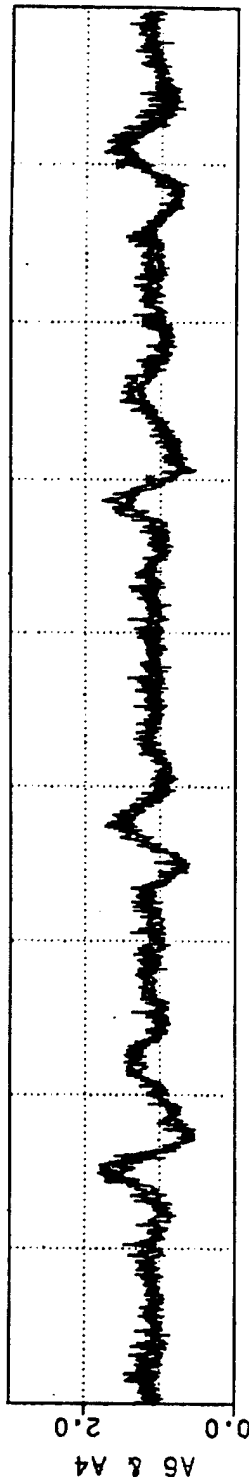
P1 & P2
FILE 18, CHAN 13
MAX = 1271.713
• 5.356 SEC
MIN = 415.737
• 5.115 SEC
MEAN = 821.098
RMS = 849.740



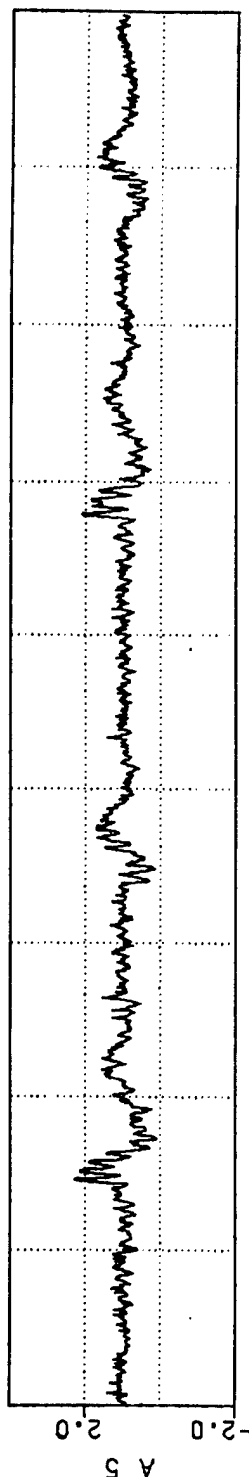
TIME - SECONDS
RUN NO. 51
PAGE NO. 5
DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

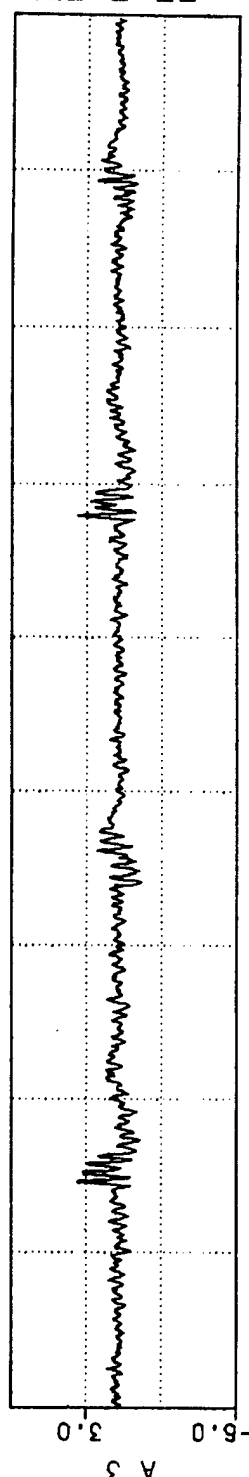
20 KNOTS : DOUBLE BUMP : HEAVY BUMP



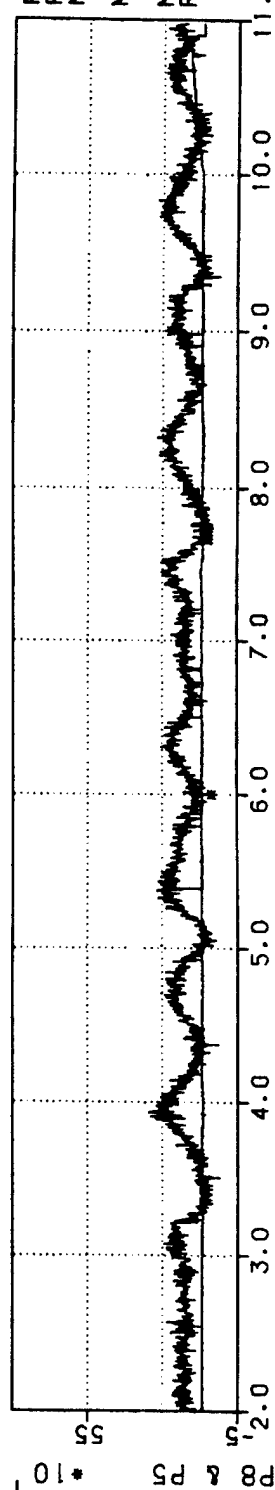
A6 & A4
FILE 18, CHAN 6
MAX = 1.696
MIN = 0.525 SEC
MEAN = 3.773 SEC
RMS = 1.049



A 5
FILE 18, CHAN 5
MAX = 2.267
MIN = 0.075 SEC
MEAN = 3.727 SEC
RMS = 1.013



A 3
FILE 18, CHAN 3
MAX = 3.544
MIN = -0.319 SEC
MEAN = 3.732 SEC
RMS = 1.096



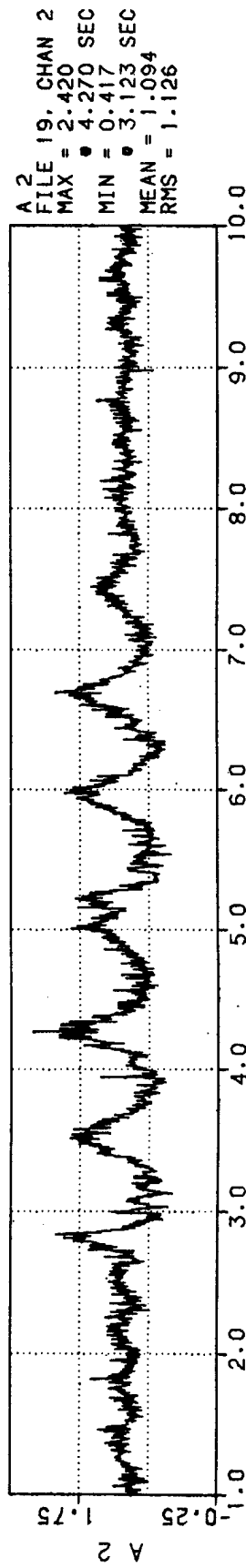
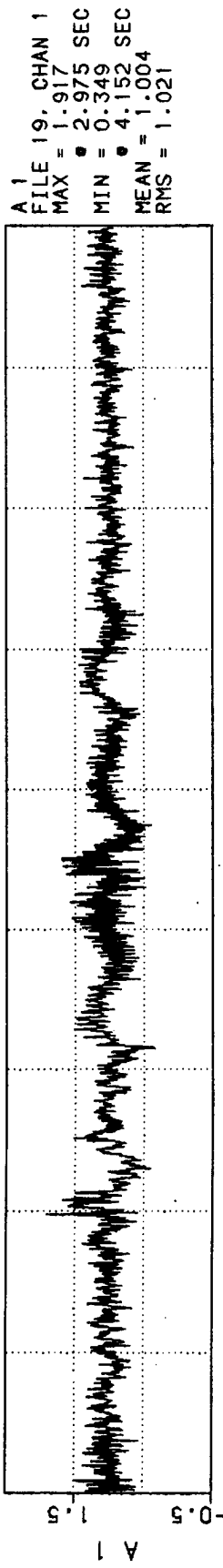
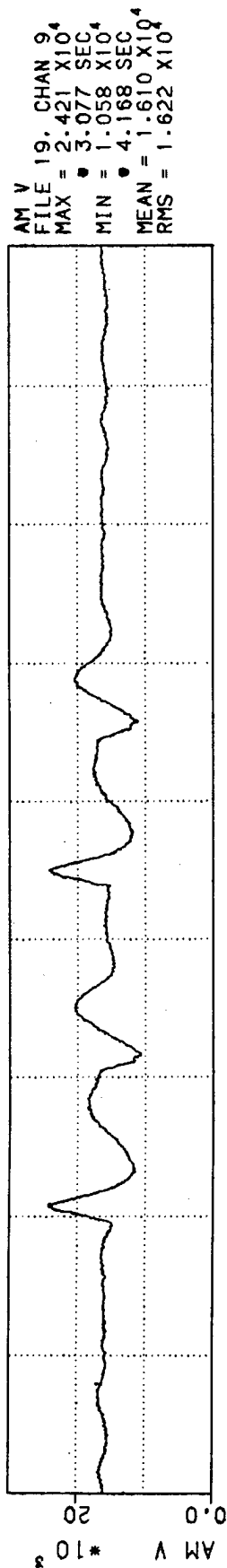
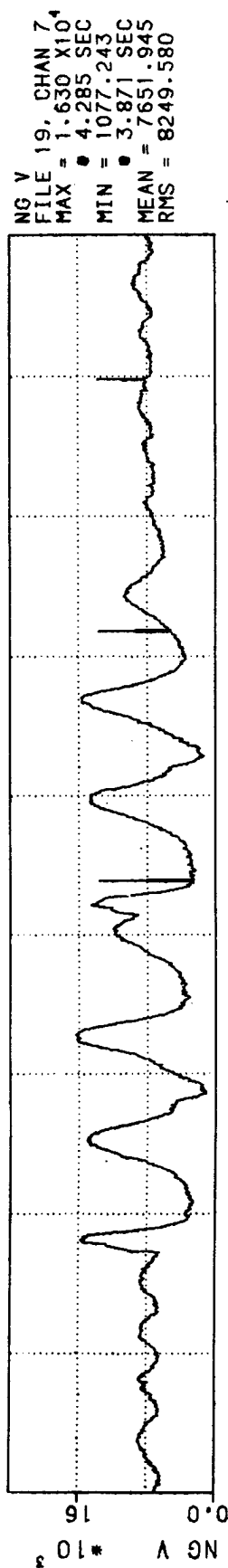
P8 & P5
FILE 18, CHAN 20
MAX = 157.308
MIN = 86.561 SEC
MEAN = 8.340 SEC
RMS = 94.956

TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 51 PAGE NO. 6

A-7D HAVE BOUNCE TEST: WHITEMAN AFB 40 KNOTS : DOUBLE BUMP : HEAVY WEIGHT



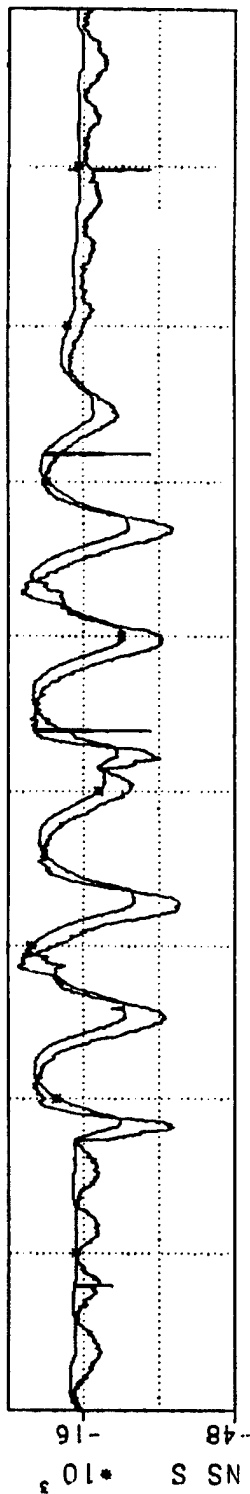
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 52 PAGE NO. 1

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

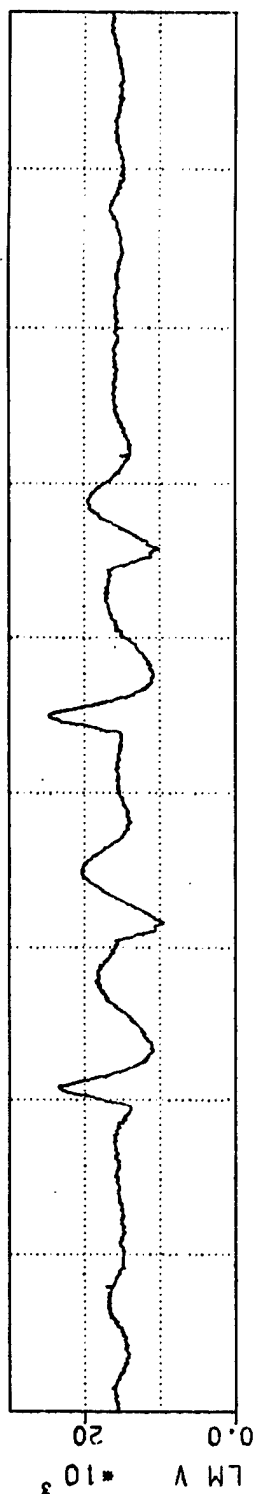
40 KNOTS : DOUBLE BUMP : HEAVY WEIGHT



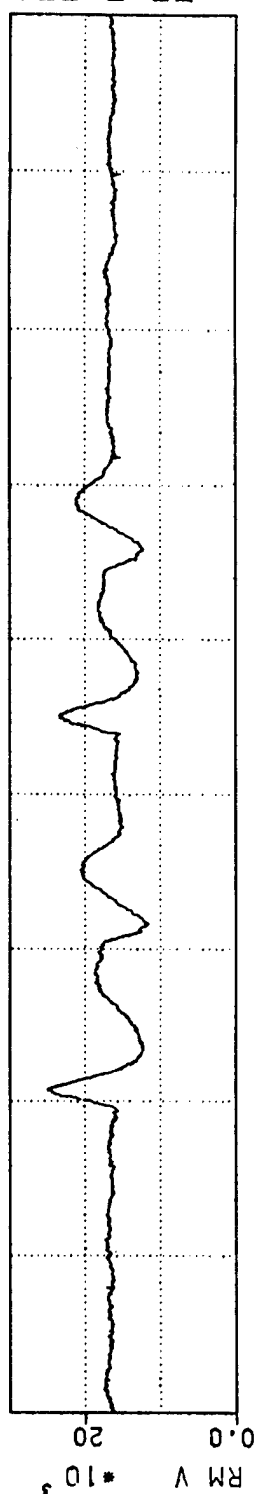
```

NS S
FILE 19, CHAN 7
MAX = -2265.271
      • 3.871 SEC
MIN = -3.645 X104
      • 4.285 SEC
MEAN = -1.674 X104
RMS = 1.813 X104

```



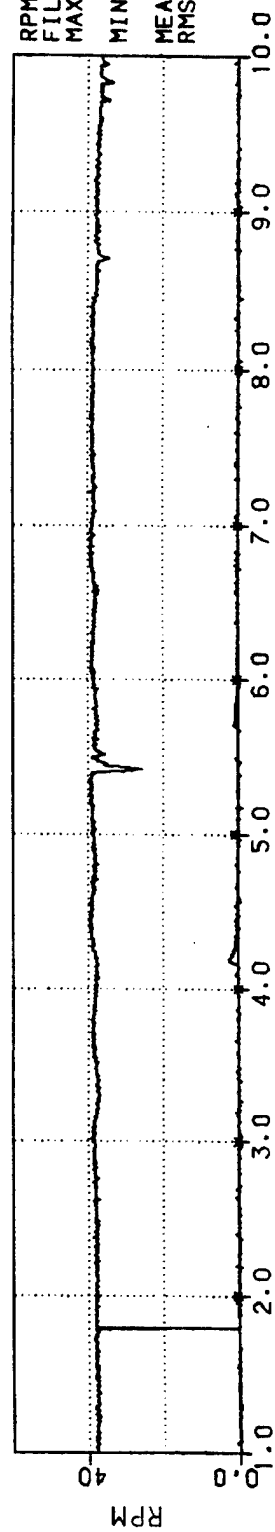
```
LM V
FILE 19, CHAN 9
MAX = 2.480 X104
      • 5.504 SEC
MIN = 9487.780
      • 4.168 SEC
MEAN = 1.555 X104
RMS = 1.569 X104
```



```

RM V
FILE 19, CHAN 11
MAX = 2.494 X104
    • 3.077 SEC
MIN = 1.167 X104
    • 4.168 SEC
MEAN = 1.666 X104
RMS = 1.676 X104

```



```

RPM
FILE 19, CHAN 25
MAX = 39.798
MIN = 4.480 SEC-101
MEAN = 0.000 X10-101
RMS = 1.792 SEC
      = 38.078
      = 38.101

```

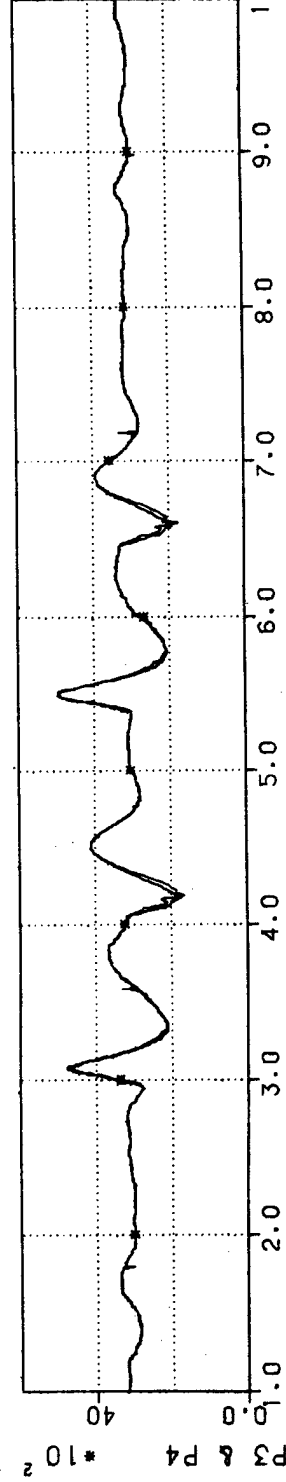
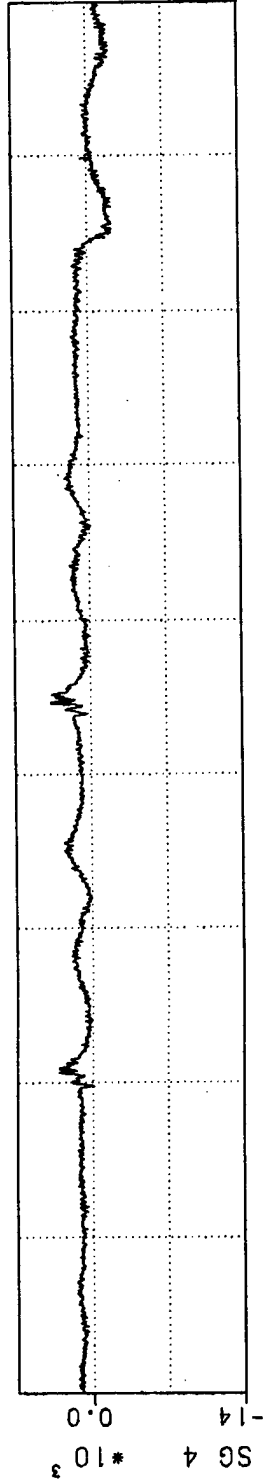
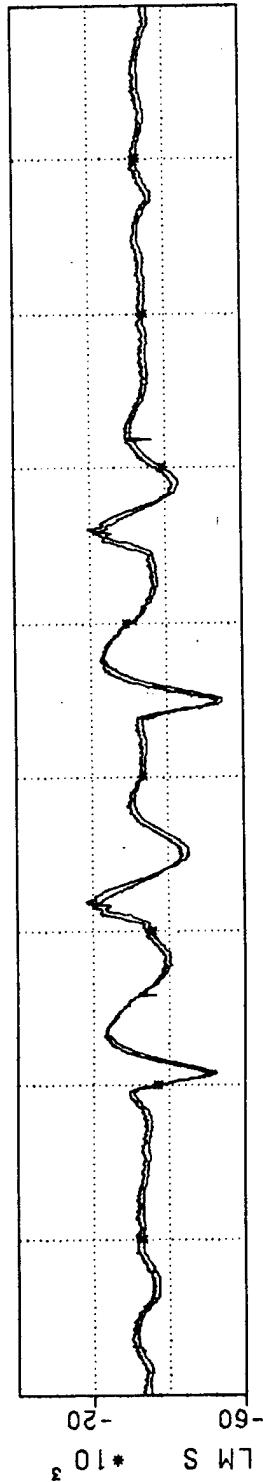
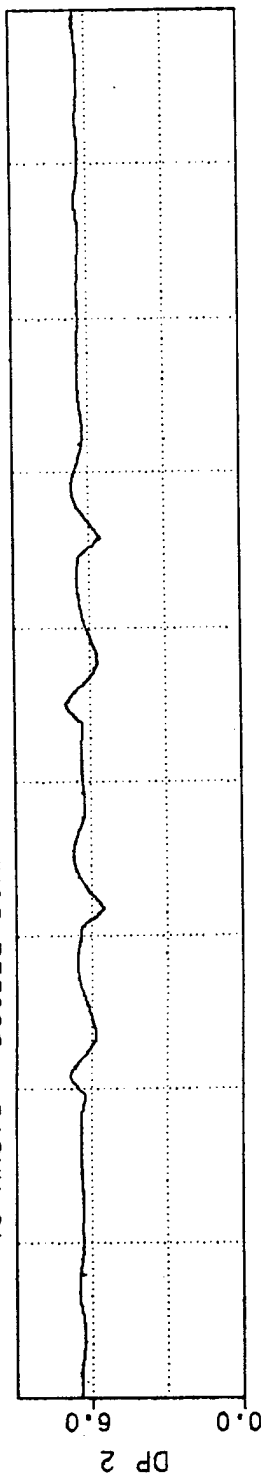
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 52 PAGE NO. 2

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

40 KNOTS : DOUBLE BUMP : HEAVY WEIGHT



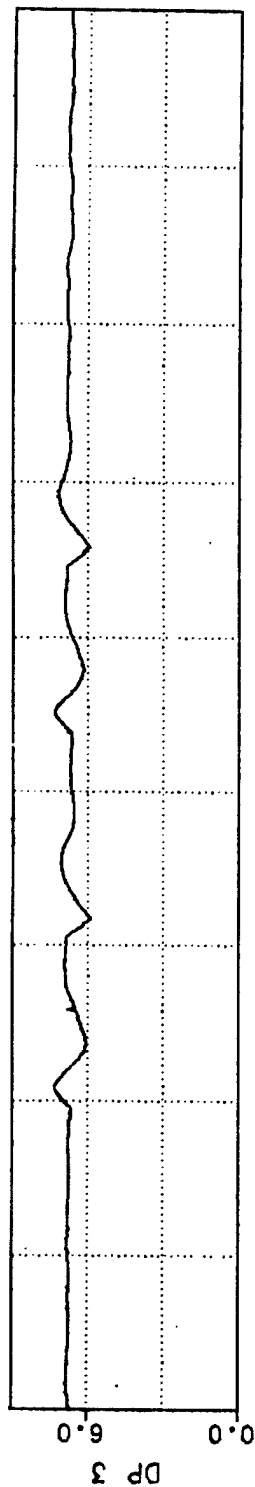
TIME - SECONDS

DELTA T (MSEC) = 5.120

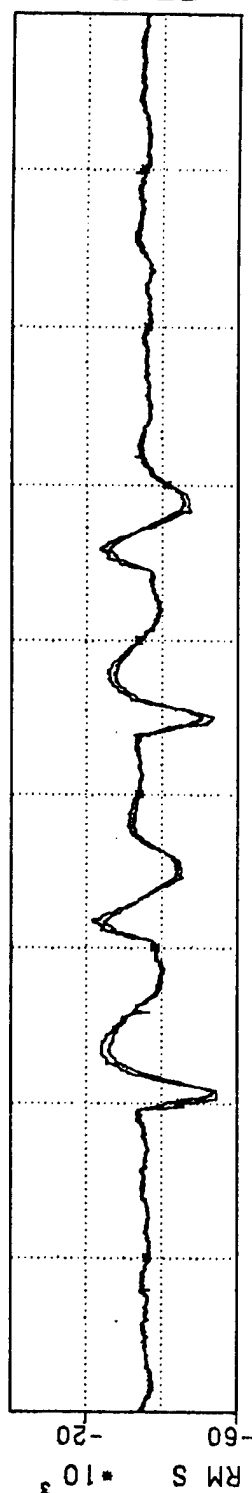
RUN NO. 52 PAGE NO. 3

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

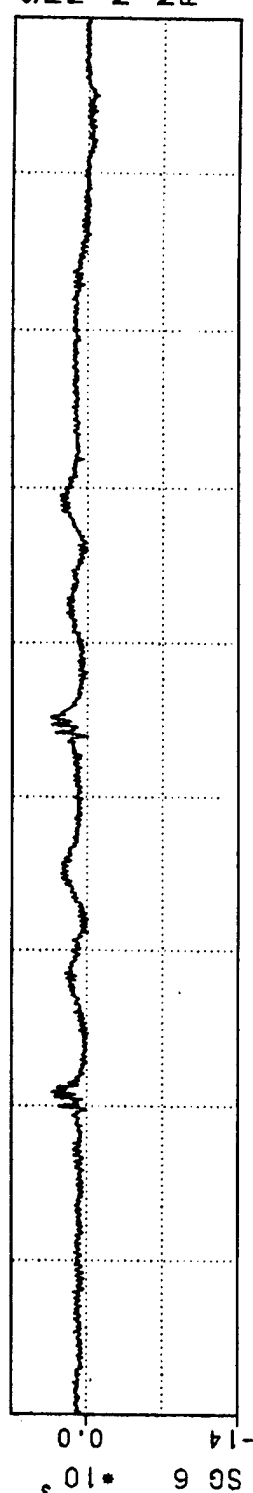
40 KNOTS : DOUBLE BUMP : HEAVY WEIGHT



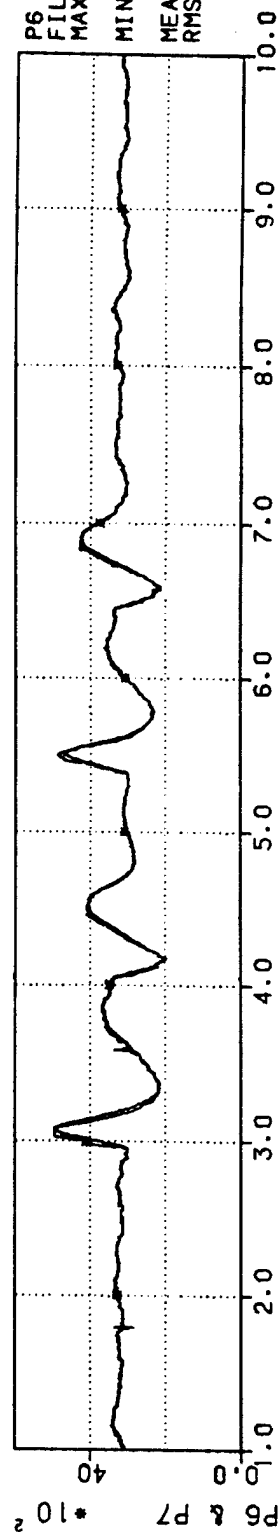
DP 3
FILE 19, CHAN 23
MAX = 7.330
MIN = 3.087 SEC
MEAN = 5.897
RMS = 4.173 SEC
RMS = 6.726



RM S
FILE 19, CHAN 11
MAX = -2.460 X10⁴
MIN = 4.168 SEC
MEAN = -5.409 X10⁴
RMS = 3.077 SEC
RMS = -3.571 X10⁴
RMS = 3.595 X10⁴



SG 6
FILE 19, CHAN 12
MAX = 3415.984
MIN = 5.519 SEC
MEAN = -985.453
RMS = 9.503 SEC
RMS = 811.762
RMS = 1012.668



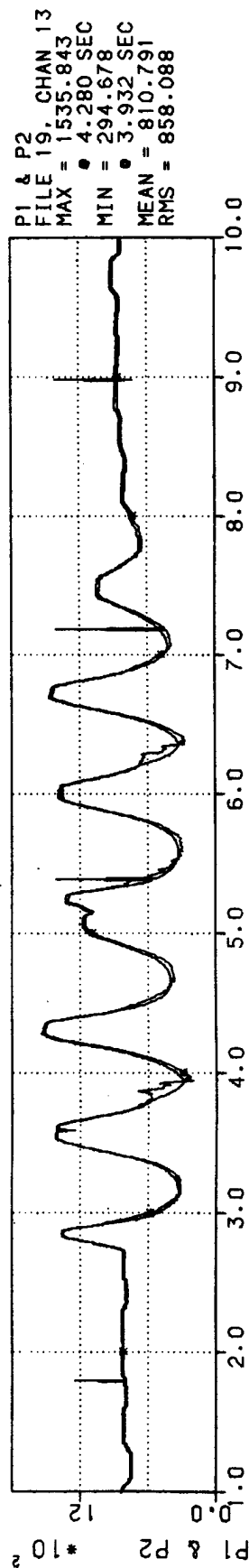
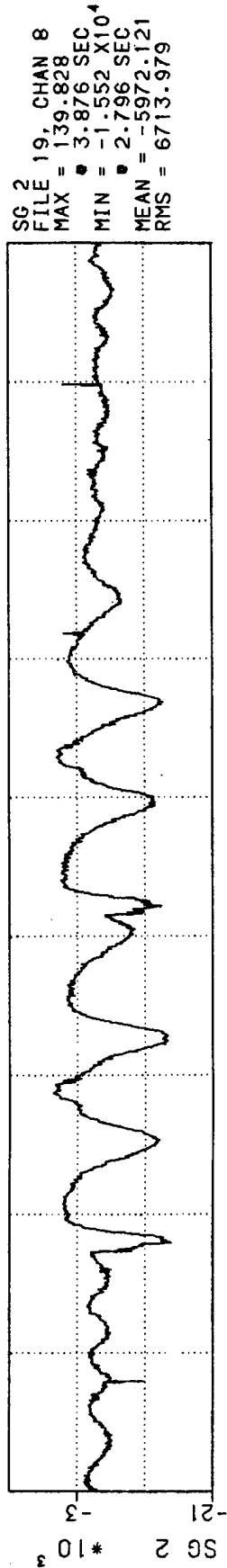
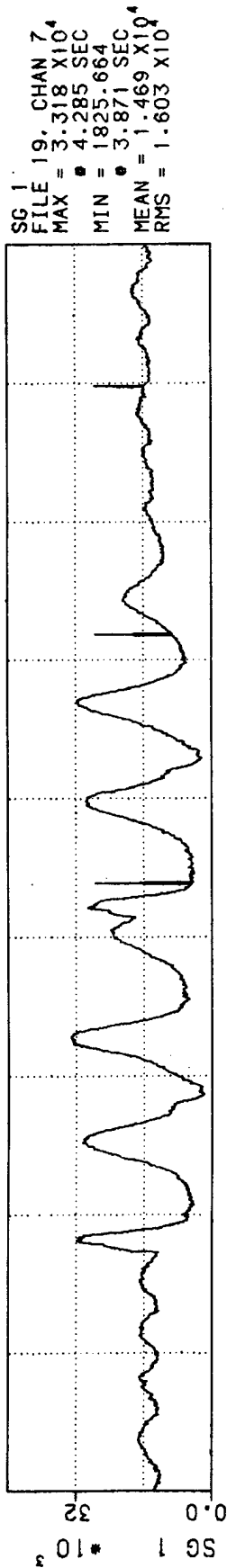
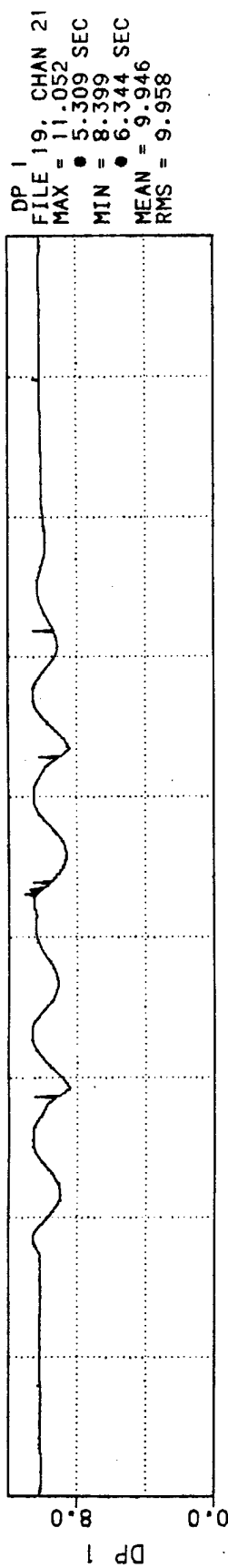
P6 & P7
FILE 19, CHAN 18
MAX = 4928.970
MIN = 3.087 SEC
MEAN = 1991.165
RMS = 4.173 SEC
RMS = 3197.903
RMS = 3226.115

TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 52 PAGE NO. 4

A-7D HAVE BOUNCE TEST: WHITEMAN AFB 40 KNOTS : DOUBLE BUMP : HEAVY WEIGHT

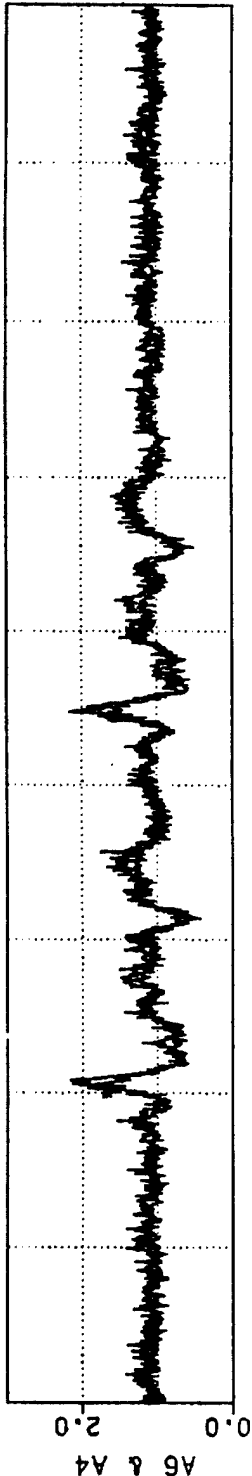


TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 52 PAGE NO. 5

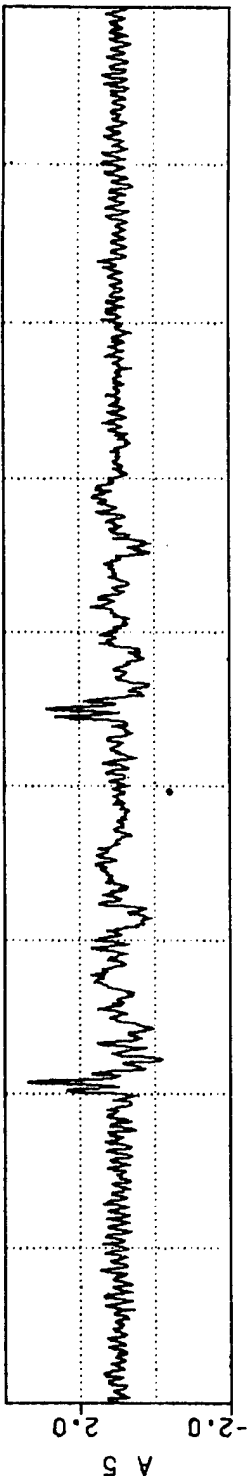
A-7D HAVE BOUNCE TEST: WHITEMAN AFB

40 KNOTS : DOUBLE BUMP : HEAVY WEIGHT

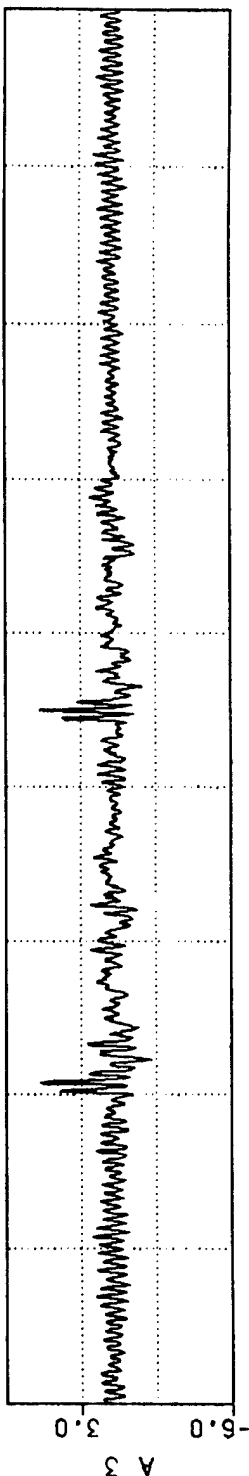
A6 & A4
FILE 19, CHAN 6
MAX = 1.967
MIN = 0.530
MEAN = 1.048
RMS = 1.059



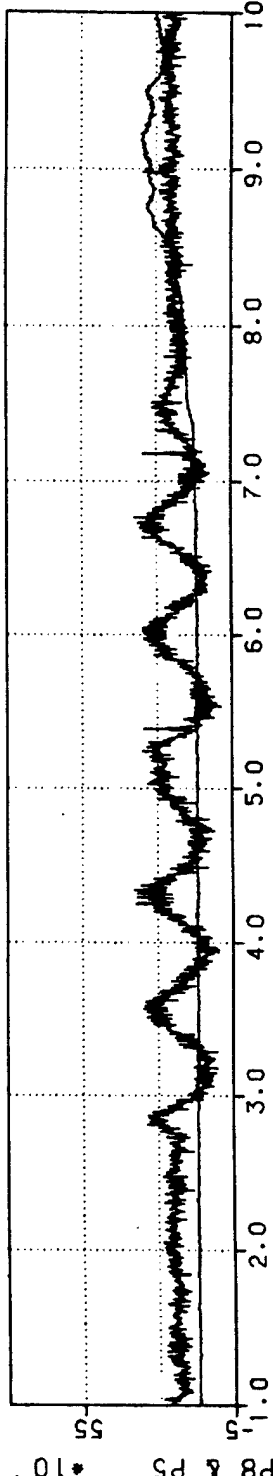
A 5
FILE 19, CHAN 5
MAX = 3.374
MIN = -0.188
MEAN = 0.976
RMS = 1.025



A 3
FILE 19, CHAN 3
MAX = 5.419
MIN = -1.186
MEAN = 1.091
RMS = 1.239

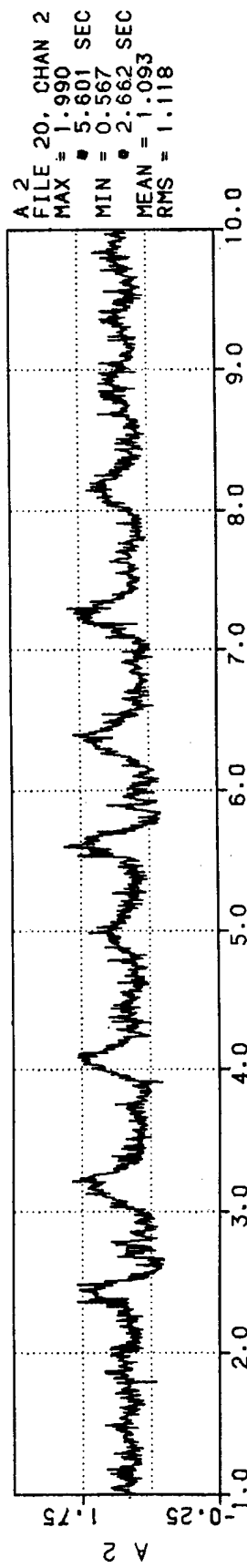
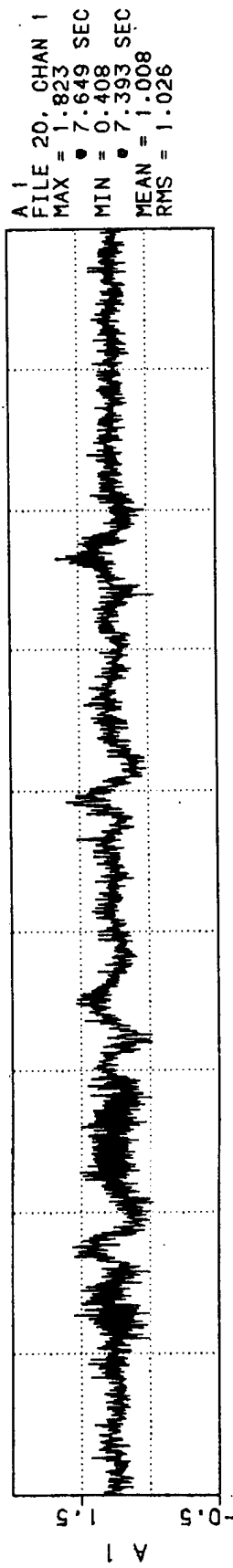
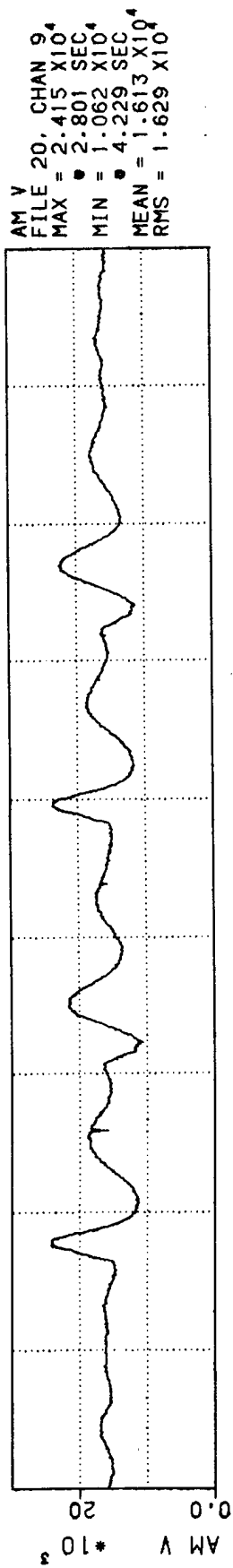
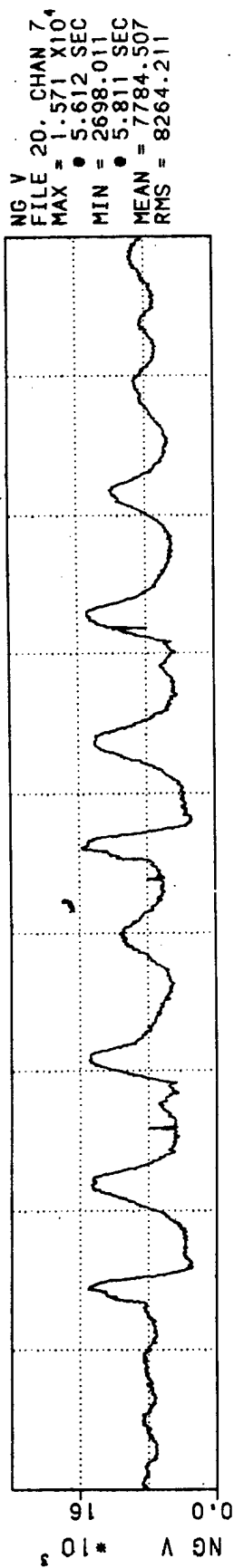


P8 & P5
FILE 19, CHAN 20
MAX = 312.218
MIN = 86.561
MEAN = 126.632
RMS = 141.718



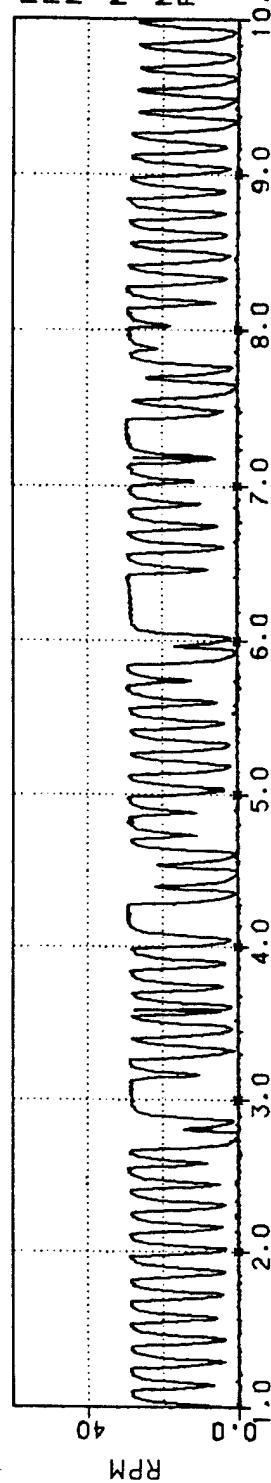
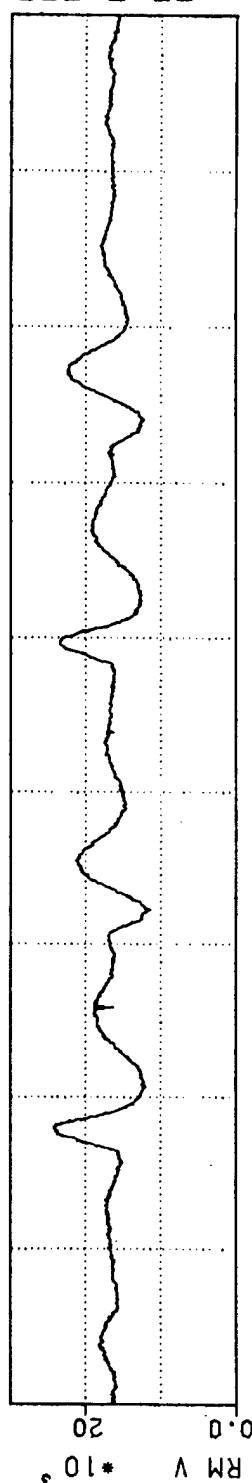
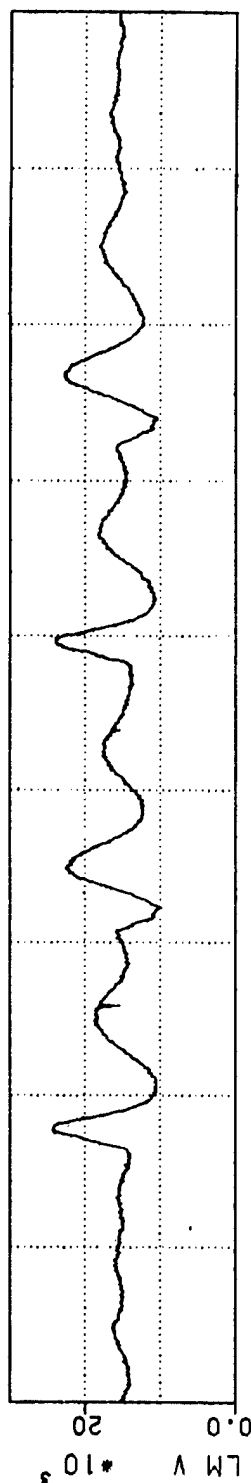
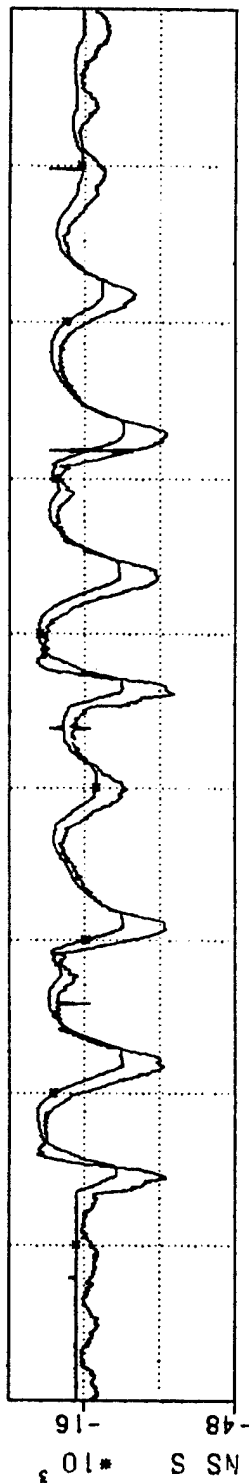
TIME - SECONDS
RUN NO. 52
PAGE NO. 6
DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB 30 KNOTS : DOUBLE BUMP : HEAVY WEIGHT



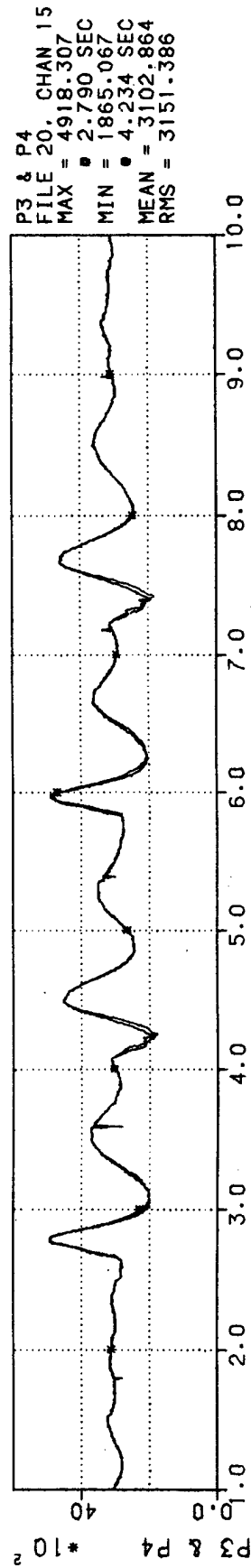
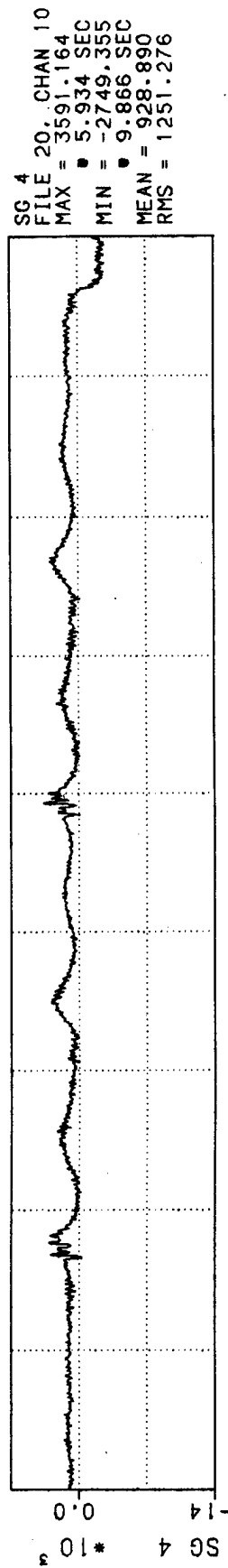
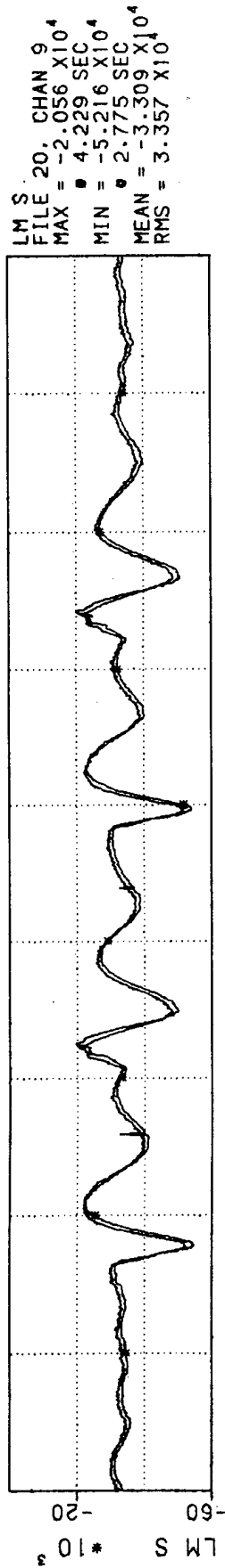
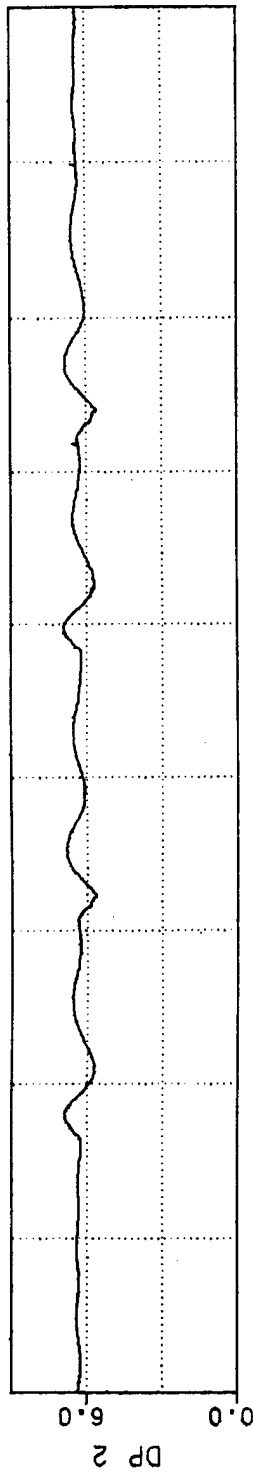
TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 53 PAGE NO. 1

A-7D HAVE BOUNCE TEST: WHITEMAN AFB 30 KNOTS : DOUBLE BUMP : HEAVY WEIGHT



TIME - SECONDS
RUN NO. 53
PAGE NO. 2
DELTA T (MSEC) = 5.120

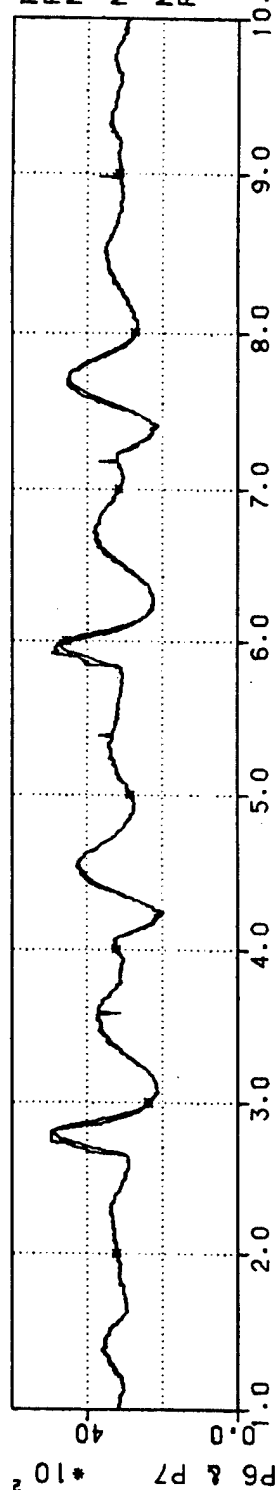
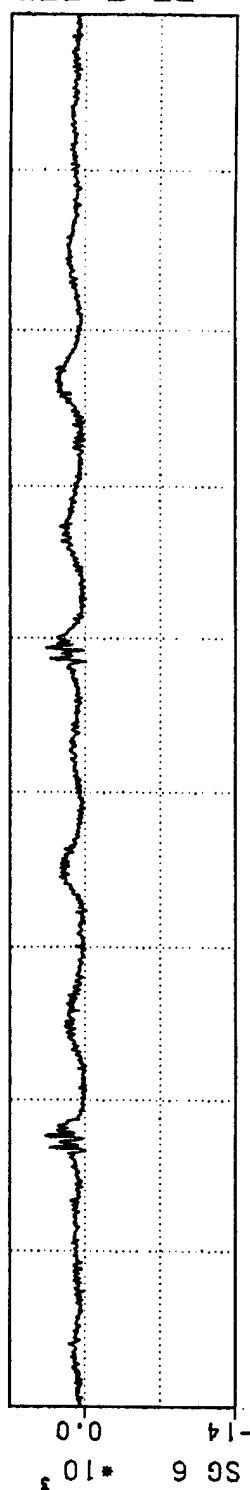
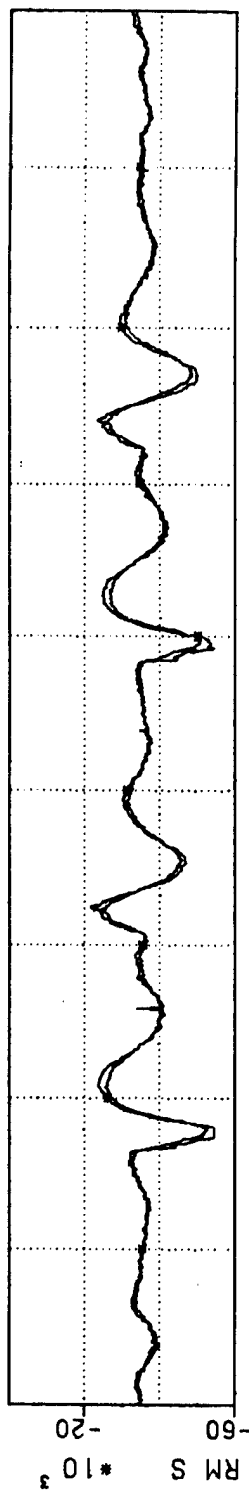
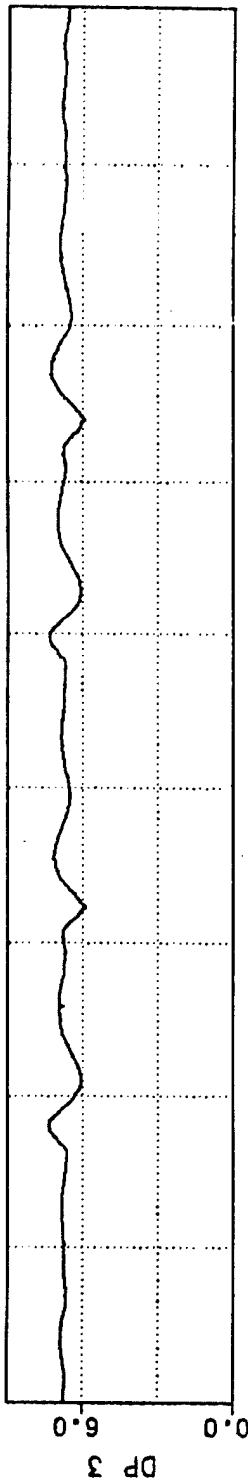
A-7D HAVE BOUNCE TEST: WHITEMAN AFB 30 KNOTS : DOUBLE BUMP : HEAVY WEIGHT



TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 53 PAGE NO. 3

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

30 KNOTS : DOUBLE BUMP : HEAVY WEIGHT



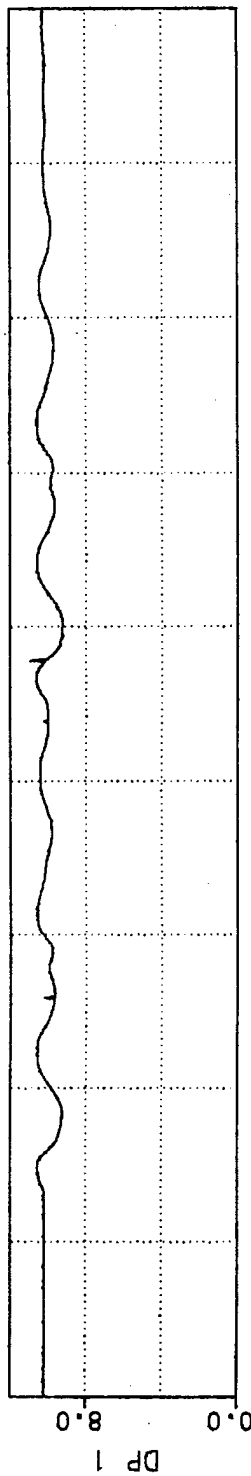
TIME - SECONDS

DELTA T (MSEC) = 5.120

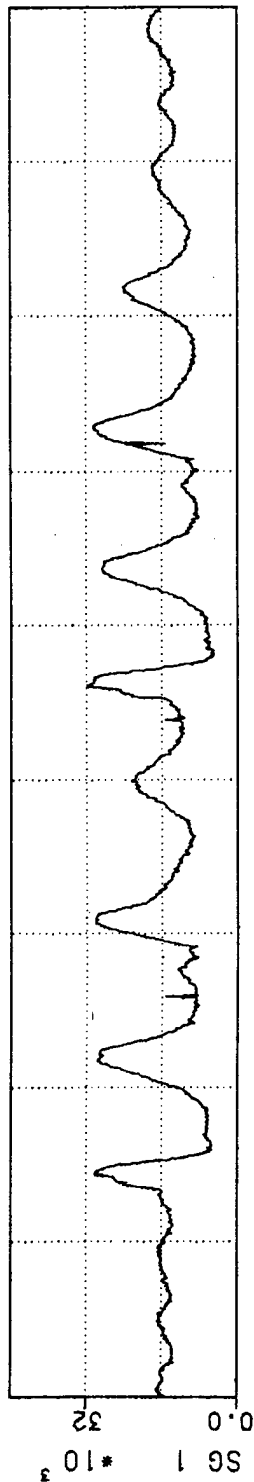
RUN NO. 53 PAGE NO. 4

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

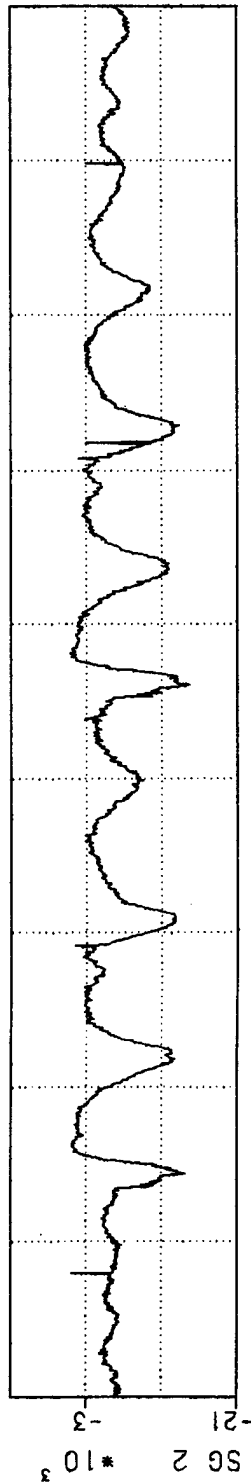
30 KNOTS : DOUBLE BUMP : HEAVY WEIGHT



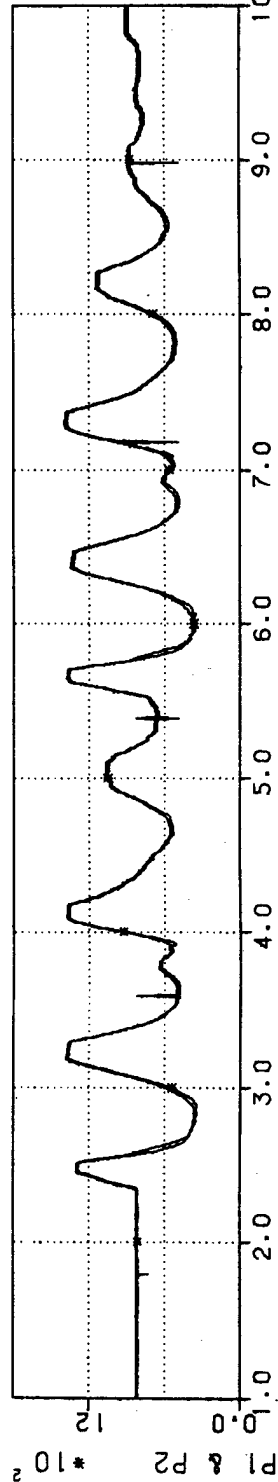
DP 1
FILE 20, CHAN 21
MAX = 10.912
MIN = 5.780 SEC
MEAN = 9.210
RMS = 5.944 SEC
RMS = 10.100



SG 1
FILE 20, CHAN 7
MAX = 3.169 X10⁴
MIN = 5.612 SEC
MEAN = 5006.133
RMS = 5.811 SEC
RMS = 1.509 X10⁴



SG 2
FILE 20, CHAN 8
MAX = -1059.437
MIN = 5.816 SEC
MEAN = -1.531 X10⁴
RMS = 5.606 SEC
RMS = -6058.368



P1 & P2
FILE 20, CHAN 13
MAX = 1400.109
MIN = 7.296 SEC
MEAN = 364.378
RMS = 2.826 SEC
RMS = 814.898

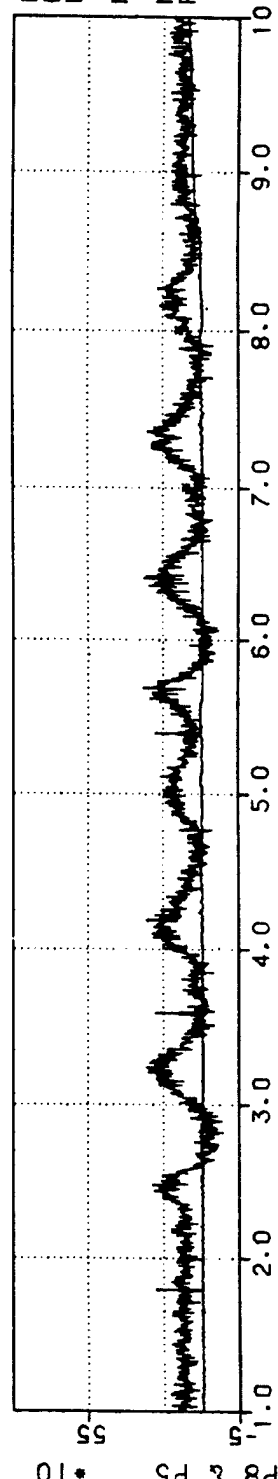
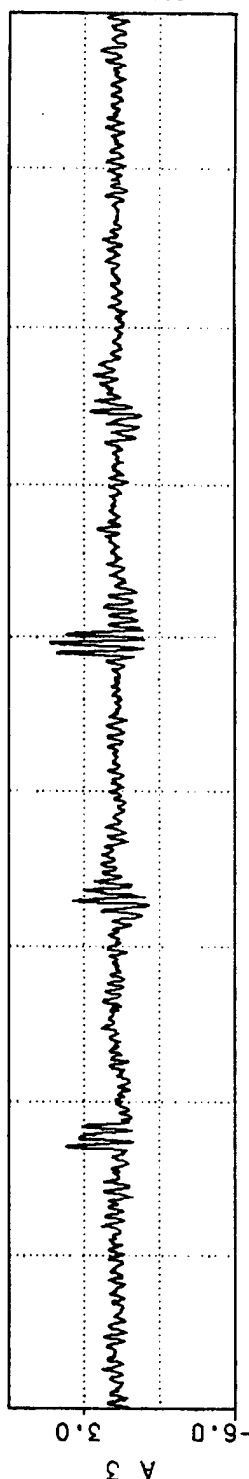
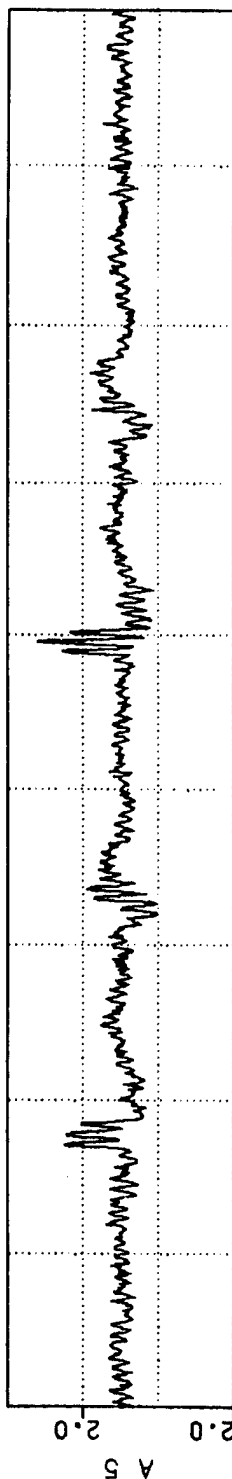
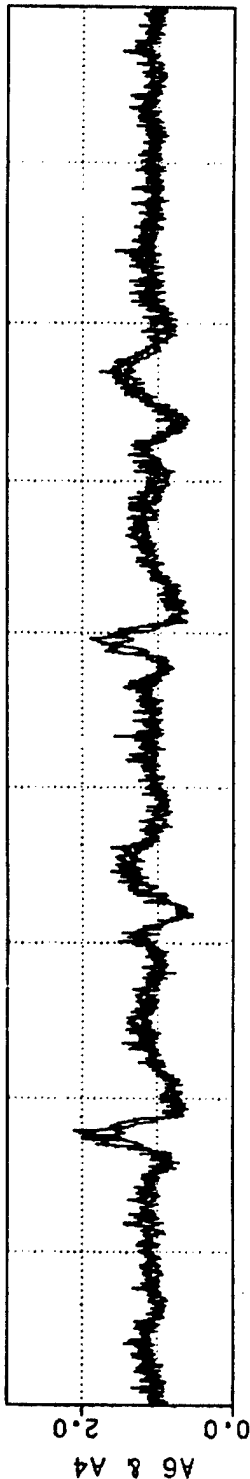
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 53 PAGE NO. 5

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

30 KNOTS : DOUBLE BUMP : HEAVY WEIGHT



TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 53 PAGE NO. 6

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